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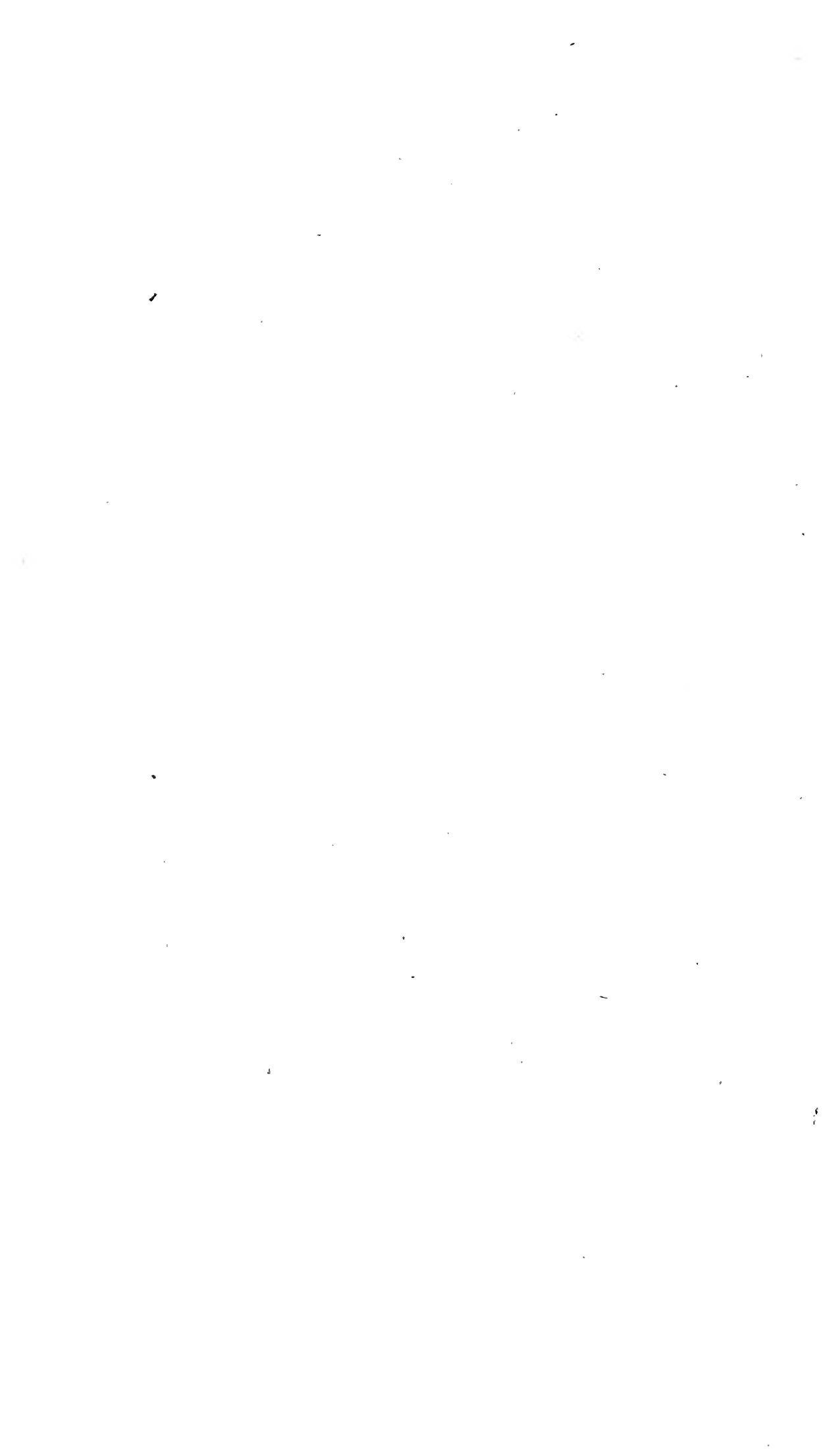
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AMERICAN PRIVATEER

An Episode of the War of 1812

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THE MOST SUCCESSFUL AMERICAN PRIVATEER

AN EPISODE OF THE WAR OF 1812

The most successful American Privateer was the *Yankee*. She sailed from Bristol, Rhode Island, a town whose citizens had already, for a hundred years, been actively interested in the business of privateering.

In 1680, four years after the death of the Indian "King Philip" the lands of the conquered sachem were by grant of the English king, Charles II, conferred upon his colony of Plymouth. In that year a town was founded to which the name Bristol was given. For one hundred and fifty years after its foundation this town carried on a commerce that was entirely disproportionate to its size. It was a very important commercial center in the days when a large proportion of the commerce of the American colonies and states was carried on by the vessels that hailed from Narragansett Bay. Its commerce was at first mainly with the West India islands. Then a brisk trade was built up with the "Coast of Africa"—a trade that was especially profitable in the early years of the nineteenth century. In 1804 the first cargo was imported from China. A profitable business with the "Northwest Coast" naturally followed.

The year 1812 saw the town at the zenith of its commercial prosperity. It could then have numbered not more than 2,800 people, of whom 2,600 were white. (The blacks for many years constituted from six to seven per cent of the population, possibly because of the voyages to Africa.) The leading merchant of the town was James DeWolf, a man of extraordinary business ability,

who was afterward chosen to represent Rhode Island in the United States Senate. His business had suffered largely at the hands of the British war vessels and he had kept an accurate account of his losses. When the Declaration of War was proclaimed, June 19, 1812, he felt that his day of retaliation had come. Eleven days after the proclamation he sent to the Secretary of War this letter.

BRISTOL, R. I., June 30, 1812.

The Honorable WILLIAM EUSTIS,
Secretary of War:—

Sir; I have purchased and now ready for sea, an armed brig, (one of the most suitable in this country for a privateer) of one hundred and sixty tons burden, mounting eighteen guns, and carries one hundred and twenty men, called the *Yankee*, commanded by Oliver Wilson. Being desirous that she should be on her cruise as soon as possible, I beg that you will cause a commission to be forwarded as soon as practicable to the Collector of the District, that this vessel may not be detained.

I am very respectfully, Sir,

Your obedient servant,

JAMES DE WOLF.

The commission of the *Yankee* was issued July 13, 1812. Her owners were James DeWolf and John Smith, the latter owning but one quarter of the vessel. Her officers were Oliver Wilson, Captain; Manly Sweet, James Usher, 2d, and Thomas H. Russell, Lieutenants. Captain Wilson was only twenty-six years old. The Articles of Agreement under which the privateer sailed were as follows:—

ARTICLES OF AGREEMENT BETWEEN THE OWNERS, OFFICERS
AND COMPANY OF THE PRIVATE ARMED VESSEL OF
WAR, "YANKEE."

1st. It is agreed by the parties that the Owners fit the Vessel for sea and provide her with great guns, small arms, powder, shot and all other warlike stores, also with suitable medicines and every other thing necessary for such a vessel and her cruise for all of which no deduction is to be made from the shares, for which the Owners or their substitutes shall receive or draw One Half the nett proceeds of all such Prizes or prize as may be taken, and the other half shall be the prop-

erty of the Vessel's Company to be divided in proportions as mentioned in the 15th article, except the cabin-stores and furniture which belong to the Captain.

2d. That for preserving due decorum on board said vessel, no man is to quit or go out of her on board any other vessel, or on shore without having first obtained leave of the Commanding officer on board, under the penalty of such punishment or fine as shall be decreed by the Captain and Officers.

3d. That the Cruise shall be where the Owners or the major part of them shall direct.

4th. If any person shall be found a RINGLEADER of any Mutiny, or causing disturbance, or refuse to obey the Captain, or any Officer, behave with Cowardice, or get drunk in time of action, he or they shall forfeit his or their shares of any dividend, or be otherwise punished at the discretion of the Captain and Officers.

5th. If any person shall steal or convert to his own use any part of a prize or prizes, or be found pilfering any money or other things belonging to this Vessel, her Officers, or Company, and be thereof convicted by her Officers, he shall be punished and forfeit as aforesaid.

6th. That whoever first spies a prize or sail, that proves worth 100 dollars a share, shall receive Fifty Dollars from the gross sum; and if orders are given for boarding, the first man on the deck of the Enemy shall receive Half a share to be deducted from the gross sum of prize-money.

7th. That if any one of the said Company shall in time of action lose an eye or a joint, he shall receive Fifty Dollars, and if he lose a leg or an arm, he shall receive Three Hundred Dollars to be deducted out of the Gross sum of Prize-money.

8th. That if any of said Company shall strike or assault any male prisoner, or rudely treat any female prisoner, he shall be punished or fined as the Officers shall decree.

9th. That if any of the said Company shall die or be killed in the voyage, and any prizes be taken before or during the action in which he is so killed, his share or shares shall be paid to his legal representatives.

10th. That whoever deserts the said Vessel, within the time hereinafter mentioned, shall forfeit his Prize-money to the Owners and Company of the said Vessel, his debts to any person on board being first paid out of it, provided it does not amount to more than one half the same.

11th. That on the death of the Captain, the command to devolve on the next in command and so in rotation.

12th. That no one of said company shall sell any more than one half his share or right of claim thereto of any prize previous to her being taken.

13th. That the Captain and Officers shall appoint an agent of said Vessel's company for and during the term of the said cruise.

14th. That all and everyone of said Company do agree to serve on board of said Vessel for the term of four months, conformable to the terms herein mentioned, beginning the said term at the time of her departure from the harbour of Bristol.

15th. That One Half of the Nett proceeds of all prizes taken by the said Vessel which is appropriated to the Vessel's Company shall be divided among them in the following manner (viz) To the Captain sixteen Shares and all such privileges and freedoms as are allowed to the Captains of Private armed Vessels of War from this Port.

To the First Lieutenant nine Shares. To the 2d and 3d Lieutenants and Surgeon eight Shares each. Prize masters and Master's Mate and Captain of Marines six Shares each; Carpenter, Boatswain and Gunner four Shares each. Boatswain's Mates two and one half Shares each. The residue to be divided among the Company in equal Shares excepting Landsmen or raw hands who draw one and one half Shares each, and boys who draw one Share each. Ten Shares to be reserved to the order of the Captain to be distributed by him to such as he may deem deserving among the Vessel's Company."

The *Yankee* was immediately and immensely successful. In this respect she was unlike the other privateers of the "War of 1812." It is a mistake to suppose that the business of privateering was, as a rule, a successful one. Most of the vessels engaged in it barely paid their expenses. To very many the cruise resulted only in a loss. Much depended on the sailing qualities of the ship, and the way in which she was handled; but much more depended upon sheer luck. The privateers, as a rule, did an enormous amount of damage to the shipping of the enemy without reaping any corresponding advantage themselves. The *Yankee*, however, not only inflicted enormous damage upon the enemy but was also enormously profitable to her owners.

Her officers on her first cruise were Oliver Wilson, Captain, and Manly Sweet, James Usher, 2d, and Thomas H. Russell, Lieutenants. She carried a crew of 115

men (they must have been packed like sardines), and made for the coast of Nova Scotia. One of her first prizes was the *Royal Bounty*, a full rigged ship of 658 tons (about four times the size of the *Yankee*, but manned by a crew of only 25 men). The *Bounty* was taken after a running fight in which three Americans were wounded, while two of the English were killed and seven wounded. The boldness of Captain Wilson in attacking a vessel so much larger than his own was remarkable, but the end justified his conduct. As a rule the privateers avoided engagements with ships of superior size, remembering that, primarily, their object was not to fight battles for the glory of the flag, but to capture ships for their own pecuniary advantage. They could and did fight bravely and successfully upon occasion, but, ordinarily, deemed it wiser to show their heels to a superior foe. Nine other prizes were taken on the first cruise of less than three months, the most valuable of which was the ship *Francis* whose cargo netted more than \$200,000 to her captors. That first cruise paid for the brigantine several times over, and resulted in a dividend of more than \$700 per share.

Small wonder then that the Bristol sailors almost fought for a place on her decks for her second cruise, when she sailed again from the harbor on the fifteenth of October. The Journal of that second cruise is published in full as a part of this paper. Captain Wilson's instructions this time were to scour the west coast of Africa and to come home in the track of vessels sailing to Europe from Brazil and the West Indies. After a hundred and fifteen days the *Yankee* came sailing back into her harbor with a prize on each side. The dividend for each share in the second cruise was \$338.40.

On the 10th of May 1813, the brigantine was commissioned for her third cruise. Elisha Snow was her Captain. The Lieutenants were Thomas Jones, Samuel Barton and George A. Bruce. British war vessels were swarming along the coast. Captain Snow learned that a frigate and a fourteen-gun brig were waiting for him

near Block Island. Choosing his time with care he sailed from Newport on the 20th of May and steered joyfully for British waters. His instructions were to "take enough prizes to make up a handsome cruise, calculating one-half the prizes to be retaken." Three months later he was again lying at anchor in Bristol harbor. Seven prizes were taken on this cruise but most of them were recaptured. The most important of them was the ship *Thames*, of 312 tons burden, with 287 bales of cotton on board. Vessel and cargo were valued at \$110,000. The prize money for each share was \$173.54.

The fourth cruise was almost a failure. A new set of officers was on board. They were Thomas Jones, Captain, and Thomas Milton, George Eddy and Sampson Gullifer, Lieutenants. All told there were 109 persons on the ship. Among the crew we still see the names of Jack Jibsheet and Cuffee Cockroach enumerated as cabin boys. They seem to have been steadily attached to the vessel. Almost all the names of the ship's company were British. It is very likely, however, that the two cabin boys, notwithstanding their pure Anglo-Saxon names, may have been of African lineage. The instructions this time were to cruise "on the track of homeward bound vessels near the Grand Banks." Prizes were to make for Nantucket Shoals and to get into the first port on the Vineyard Sound, avoiding Boston. But two prizes reached port, and the dividend for each share was only \$17.29.

There was no competition for berths on the fifth cruise. Indeed, some of the sailors swam ashore before the privateer left the harbor of Bristol. All the probabilities seemed to point rather to a prison in England than a profit in America. Elisha Snow was again in command. His Lieutenants were Samuel Barton, John Smith and Francis Elliott. Thomas Jones, the Captain of the voyage before, was 2d Captain. The cruise was not finished as planned because the *Yankee* was driven into New Bedford by an English man-of-war and the crew deserted almost to a man. Four prizes only were taken,

three of which were of no value whatever. But the fourth reached Portland, Maine, in safety. She was a full rigged ship, the *San Jose Indiano*, and with her cargo she sold for more than half a million dollars. The voyage that had been undertaken with the greatest hesitation was the most profitable of all. The two gentlemen of color, Jibsheet and Cockroach, received respectively \$738.19 and \$1,121.88 as their dividends. Captain Snow's "lay" was \$15,789.69, and the owners realized \$223,313.10. It was the luckiest cruise made by any privateer during the war. Naturally resulted a season of great hilarity in the home port. Imagine the effect upon a little town of less than 3,000 people today if a million dollars were suddenly and unexpectedly poured into the pockets of its people! Notwithstanding the immense risks there were volunteers enough for the sixth cruise—which was to be the last one.

Captain Snow had apparently decided to let well enough alone, for William C. Jenckes was the new Captain. The 2d Captain was Benjamin K. Churchill, "a fellow of infinite humor" as we shall presently see. A. B. Hetherington, Henry Wardwell and Samuel Grafton were the Lieutenants. The times had become most strenuous as may be judged from this section of the sailing directions. "You must depend principally upon the goods you take on board to make your cruise, as the prizes you man will be very uncertain." The cruise lasted 105 days. Five prizes were taken and reported to the owners in a letter written by Second Captain Churchill. Only one of these brought money to their captors. This was the brig *Courtney*, which with its cargo sold for \$70,000. One was the *General Wellesley*, an East Indian teakbuilt ship of 600 tons, in which its captors at first thought they saw a second *San Jose Indiano*. Her value was estimated at upwards of \$200,000. She was ordered to make for the port of Charleston, S. C., but, with two of her prize crew and 52 of her original crew of Lascars, was lost on Charleston Bar. Captain Churchill ended his letter

as follows:—P. S. “I have lost one of my legs on this cruise.”

Less than three years was the *Yankee* upon the seas as a Private Armed Vessel of War. In those years she captured British property of the value of more than five million dollars. She sent into the town of Bristol a million of dollars as the profit from her six cruises. No other Privateer sailing from an American port ever established such a record.

JOURNAL OF THE PRIVATE ARMED BRIGANTINE
YANKEE, OLIVER WILSON COMMANDER—
COMMENCED ON THE 15TH OCTOBER, 1812.

(Kept by Noah Jones, Captain's Clerk).
Brig *Yankee*, Oliver Wilson, Commander

Thursday, 15th October, 1812.

At 4 p. m. Capt. Wilson, accompanied by his Lieutenants, Master, Surgeon and Clerk, came on board. All hands were piped to muster, and on inspection the Commander found his crew consisted of ninety-five as prime fellows as ever went to sea.

N. B. The *Yankee* is completely equipped with arms, ammunition, provisions and other necessary articles for a six months cruise. She mounts 14 guns at present—8 twelve pound carronades, 4 long sixes, and two long fours—has one long double-fortified twelve pounder (a beautiful piece) in her hold, to be hereafter mounted,—with 60 stand of arms and a large quantity of pistols, cutlashes and boarding pikes.

Friday, 16th October 1812

The Commander quartered the officers and seamen at their several stations in time of action, regulated the Messes, fixed the allowance of provisions, water, etc., ordered a regular Bill of Fare, and pointed out to every officer and man his duty on board the *Yankee*. At 9 a. m. Lieutenant Hardiman of the Army came on board to enquire for a deserter. Capt. Wilson immediately ordered the Boatswain's Mate to pipe all hands on deck and requested Lieutenant Hardiman to examine them man by man, to discover his deserter. He did so without success.

At 2 p. m. the wind coming suddenly round to the N. W. Captain Wilson gave orders to loose the foretopsail, send up the foretop-gallant yard, fire a gun, and set the signals for

sailing. At 4 the wind shifted to the N. E.—dark and cloudy with appearance of bad weather. At 5 clewed up the foretop-sail and got the barge in upon deck.

Saturday, 17th October 1812

At daylight sailing orders were issued by the Commander. Loosed square foresail, foretopsail and mainsail, fired gun, and set our colours. At 6 a. m. unmoored and got underway; when abeam of the Private Armed Schooner *Tom* of Baltimore, Thomas Wilson Commander, the officers and company of the *Yankee* gave them three cheers which was immediately returned. Fired a salute of three guns as we passed Fort Walcott. Wind N. N. W. fair weather and extremely pleasant. At 7 passed R. I. Light. At $\frac{1}{2}$ past 7 gibed ship to the S. S. E.—set all drawing sails—considerable swell. At $\frac{1}{2}$ past 9 a. m. Block Island bore west, distant 5 leagues;—from which we take our departure on our cruise. At meridian discovered a sail at a great distance—could not distinguish what she was. Lat. $40^{\circ}56'$.

1st Day—Sunday 18th October 1812

First part light winds and hazy weather. 2 p. m. discovered a schooner ahead standing to the westward. At 3 saw a large ship, also standing to the westward. At 4 p. m. piped all hands to quarters and exercised the seamen and marines at the great guns and small arms. The Commander found them well disciplined and fit for immediate service. 5 a. m. discovered a sail 2 points on the lee bow. Took in the studding sails on the stabbord side and hauled up to the eastward. 6.30 a. m. saw another sail right ahead; took in larboard studdingsails and royal, and brought her close upon the wind—heading N. E. At 9 a. m. having lost sight of the sail kept away to the S. E. and set studding sails. Latter part gentle breezes and hazy weather. At meridian no sail in sight. Course S. E. b S. Lat. Obs. $39^{\circ}51'$.

(For several days the Journal chronicles mainly the condition of the weather and the necessary changes in the sails. The fact was quickly established that the vessel was “perfectly staunch and strong and a most excellent sea boat.” The brigantine was always a most remarkable sailor. She answered the helm readily and scudded over the waves while other vessels were still courting the capricious winds. After the war, when she was simply a merchant vessel plying between Bristol and the Island of Cuba, she made some runs between the Moro and Block Island light in shorter time than that scheduled for the regular trips of the steamship lines. With a man o’ war’s crew to handle her, her speed must have been marvellous. Only the more important portions of the Journal will henceforth be printed. The total number of persons on board when the “Muster Roll” was called on the second day was one hundred. Ed.)

2d Day—Monday October 19th

The log ends with the following paragraph. "The Surgeon has been much indisposed with seasickness since he left Newport. He finds the best remedy to be sleep. There is only one person (John Briggs) with a sore thumb on the Surgeon's list.

(Apparently an epidemic of sore thumbs had been feared. Ed.)

3d Day—Tuesday October 20th

. 7 p. m. Shipped a heavy sea abaft the beam which stove in all three of the Arm Chests, and capsized the musquets, bayonets, cutlashes, pistols, armourer's tools etc. into the lee scuppers. The Carpenter repaired the damage as soon as possible and replaced the arms. . . . No sail in sight. . . . The Surgeon still indisposed. John Briggs and the Cook on the Doctor's list. Lat. Obs. 36°15'.

4th Day—Wednesday October 21st

. The officers of Marines, Armourer and his mates busy in cleaning arms from the rust contracted during the bad weather, oiling them, and stowing them in the arm-chests in good order. John Briggs, Cyrus Simmons and Ned Ingraham on the Doctor's list.

5th Day—Thursday October 22d

. At 4 p. m. all hands piped to quarters. The Commander again pointed out to every man his station; appointed Lieutenants Barton and Jones to lead the 1st and 2d Divisions of Boarders, and distributed the swords, cutlashes and pistols among the seamen. The officers then exercised the seamen and marines at the great guns and small arms, going through the usual manouvres during an engagement. After which all hands were summoned aft and the Commander read over certain Instructions regulating, under severe penalties, the conduct of the officers and crew, upon all occasions, particularly in time of action, or when on board an enemy's vessel. . . . The Surgeon still indisposed and ate no dinner. Briggs, Simmons, Ingraham and Angell on the Doctor's list with trifling complaints. Lat. Obs. 35°24'.

(From this time forward Lieut. Barton is very much in the foreground. He was a near relative of Col. Barton of "The Rhode Island Line," who in the Revolutionary War had distinguished himself by his daring capture of the British General Prescott within the Enemy's lines. It goes without saying, therefore, that he was quite devoid of fear. In after life he still followed the sea even though he had become extremely corpulent and had acquired an abdominal development which compelled universal attention if not admiration. Once he was chased by a French Privateer. A shot

which happened to strike the ship's cat scattered her entrails all over the deck. The cabin boy cast a startled glance at the dead cat, then looked at his Captain and was immediately doubled up with laughter. "Well," said the Captain, "what are you laughing about now?" "Nothing," said the boy, "only I was thinking what an awful mess there would be if one of those balls should strike you in the belly." Ed.)

6th Day Friday October 23d

. At 6 a. m. the man at the mast head called out a sail bearing N. b E. distant about two leagues. 6.30 a. m. piped all hands to quarters, loosed the guns, and cleared for action. 7.20 a. m. fired a gun without shot, upon which the sail hove to. At 8 a. m. ran under the lee of a large copper-bottomed American ship and sent the barge on board. Found her to be the *Ariadne* of Boston, Captain Bartlett Holmes, from Alexandria bound to Cadiz with a full cargo of flour, 17 days out. Capt. Holmes informed us that on the 11th inst. he was boarded by an officer from the United States, Commodore Decatur. (The *President*, *Congress* and *Argus* were in company standing to the eastward.) The *Ariadne's* crew having mutinied Capt. Holmes requested Com. Decatur to take four of the ringleaders on board the frigate, which he did accordingly. Capt. H. mentioned that his ship had sprung a leak, and being short handed, with a disorderly mutinous crew, he was bound home again in distress. The Commander put a letter on board, directed to the owners, informing them of the good health and spirits of the crew, and our situation in Lat. 25° N. and Long. 56° W.

7th Day Saturday 24th Oct.

. Lat. 36°9'

8th Day Sunday 25th Oct.

. Briggs, Simmons, Lewis and Angell on the Surgeon's list with light complaints. Lat. Obs. 35°15'. Long. pr. lunar Obs. at 12 Meridian 53°3'.

9th Day Monday 26th Oct.

Fair weather with strong gales from the westward. Scudding before the wind under square-foresail, fore topsail and foretopmast staysail. At 5 p. m. discovered from the deck (owing to the negligence of the man at the foretop) two large sail in our wake, distant about three leagues, standing after us with their topgallant sails up. Immediately hauled up to the S. E. and set square-foresail, single-reefed mainsail and fore and aft foresail. The sails astern frequently luffed up and yawnd off and when we saw them last stood to the N. E. Frequent squalls with rain and a tremendous

sea. Course S. E. b E. under three-reefed mainsail close-reefed square-foresail, and double-reefed foretopsail, with the foretopmast-staysail. Same persons on the Surgeon's list. Shipped a great deal of water upon deck, the comings of the sea frequently coming on board and penetrating every part of the vessel. Lat. $34^{\circ}40'$.

10th Day Tuesday 27th Oct.

No sail in sight and nothing remarkable. Lat. Obs. $33^{\circ}26'$. N. B. It is something singular that since we left port we have had only one pleasant day. There has been a continual succession of gales of wind from all parts of the compass, attended with torrents of rain, squalls, whirlwinds, thunder and lightning, and a tremendous sea frequently breaking on board and occasioning considerable damage; carrying away several spars and staving the arm-chests. Indeed it may be said that our vessel has sailed thus far under but not over the Atlantic Ocean.

11th Day Wednesday 28th Oct.

Middle and latter part of the day stiff gales with a high sea. Shipped a great deal of water upon deck. Lat. Obs. $32^{\circ}5'$.

12th Day Thursday 29th Oct.

During these 24 hours strong gales with frequent squalls of wind and rain, and a very high sea frequently breaking on board. Lat. Obs. $30^{\circ}27'$. Lunar Obs. at 23 M. past Meridian $41^{\circ}55'41''$. Cyrus Simmons, John Briggs, Amos A. Allen, James Angell, Ebenezer Byrum and William Redding on the Surgeon's list.

13th Day Friday 30th Oct.

(A delightful change.) At meridian the weather began to moderate. 1 p. m. fair weather with a clear horizon and the sea going down. Let all the reefs out of the mainsail and square-foresail, sent up maintopmast, rigged out the jib-boom and set the jib. At 9 p. m. took a single reef in the fore-top-sail and mainsail. During the night fresh breezes and clear weather. Lat. Obs. $28^{\circ}43'$. Long. per Lunar Obs. at 18 m. past 10— $40^{\circ}11'$.

14th Day Saturday 31st Oct.

Lat. 29° N. & Long. $40^{\circ} 20'$ W. At 6 a. m. Discovered a sail from the masthead at a great distance bearing W. S. W. Light breezes from the north inclining to a calm. Piped all hands upon deck, set all drawing sails, in chase and got out the sweeps. 9 a. m. found we came up rapidly with the chase which appeared to be a brig standing to the S. W. At meridian spoke

the Portuguese Brig *Henriette*, Capt. Jenkins, from Madeira, 18 days out, in ballast, bound to Philadelphia. Capt. Jenkins informed us that on the 21st he spoke an American ship and brig bound home; on the 22d he was boarded by an officer from a British Frigate. Captain Jenkins left at Madeira several American vessels bound home with full cargoes; also two English ships loading with wine for the West Indies. Shortly before Capt. Jenkins left Madeira an English brig loaded with wine sailed for the West Indies, likewise three English East Indiamen with full cargoes, under the convoy of a British Frigate as far as Palmas. There were no King's vessels at Madeira. An American Privateer, owned at New Orleans, was cruising off Madeira and had taken several prizes!! Capt. Jenkins being short of bread our Commander supplied him with this necessary article, and received in return some vinegar, fish and fruit. Permitted the *Henriette* to proceed.
 Lat. Obs. 27°40'. (Wrote a letter to the Owners by the *Henriette*, Capt. Jenkins, informing them of our situation and of the good health of our Officers and Company.)

15th Day Sunday 1st Nov.

. Nothing remarkable. Lat. Obs. 27°14' N.
 Long. 38°28' W.

16th Day Monday 2d Nov.

At 4 p. m. piped all hands to quarters and the Officers examined them man by man, to discover whether they were neat and clean in their persons and dress—according to the Commander's instructions—to prevent fevers and the scurvy during a long cruise. The crew were then summoned aft, and the Captain's Clerk read the General Instructions to the Officers and Company, regulating their conduct upon all occasions during the cruise. From 8 a. m. till 4 p. m. the Watches employed about ship's duty; the Carpenter and his Mates busy about making new arm-chests; sail-makers in repairing ring-tale; Officers of Marines and Armorer in cleaning arms, and numbering muskets and cartridge boxes, and seamen and marines in mending rigging, drying sails, and other necessary duty. The Surgeon is quite indisposed with the headache, loss of appetite and low spirits. Lat. Obs. 26°16'.

17th Day Tuesday 3d Nov.

. The watch only employed on ship's duty. Samuel Boynton and Ned Ingraham on the Surgeon's list. Lat. Obs. 25°3'.

18th Day Wednesday 4th Nov.

. Several tropic birds in sight. The Prize-Master, Quartermaster's Mates, inferior officers and

nearly all hands busy in repairing the nettings, bulwarks and side-cloths Lat. Obs. $23^{\circ}44'$ (The Commander issued particular written instructions to his Officers, prescribing their respective duties upon all occasions during the cruise. These instructions were drawn according to the customs and usages of the British and American navies.)

19th Day Thursday 5th Nov.

At sunrise discovered a sail bearing 2 points on the larboard bow. Jibed ship to the E. N. E. and set all drawing sails in chase. At 8 a. m. found the strange sail to be a brig with her starboard tacks on board, standing to the westward. 9 a. m. fired a gun to windward, upon which the sail luffed up and showed Spanish colours, and then bore down for us. Took in all the light sails and then hove to. At 10 a. m. the sail came under our lee and we sent our barge on board. Found her to be the Spanish *San Jose, alias El Pajaro*, Captain Miguel Burgas, from Cadiz, 20 days out, bound to Santa Martha, or Porto Cabello, with a full cargo of red wines, aguadiente, fruit, sweet oil, soaps, olives, stationary, (*sic*) musical instruments and ladies' veils. When two days out Capt. Burgas saw a Spanish schooner standing for the Canaries. The *San Jose* left at Cadiz several American bessels bound to sea under Spanish colours; also several English men of war, and transports. Capt. Burgas informed us that on the 25th of August the French army raised the siege of Cadiz, and retreated with great expedition, having previously destroyed their artillery. It was reported at Cadiz that there had been several skirmishes between the French and Russian armies but no decisive battle. Having examined the papers of the *San Jose*, and found the vessel and cargo to be *bona fide* Spanish property, permitted her to proceed on her voyage. Lat. Obs. $22^{\circ}49'$. Long. D. R. $26^{\circ}57'$ San Jose Long. 25 d. Cadiz. Surgeon's list. James Angell, Cyrus Simmons, John Briggs, Samuel Boynton, Joseph Lewis and John Koster.

20th Day Friday 6th Nov.

At 1 p. m. being in Lat. $22^{\circ}49'$, the Crew of the *Yankee* preparing to celebrate Old Neptune's ceremonies on passing the Tropics. Accordingly the old Sea God, attended by his Lady, barbers and constables, dressed in the most fantastic manner, with painted faces, and swabs upon their heads, hailed our brig, came on board, were received with a salute and three cheers, demanded of Captain Wilson whether he had any of his sons on board, and welcomed the *Yankee* into his dominions. On being answered in the affirmative he asked permission to initiate the marines and raw hands into the

usual mysteries on such occasions. He then examined the Surgeon and being convinced that he came to sea to take care of his children when they were sick, he excused him from being shaved with an iron hoop, and from passing through the other disagreeable parts of the ceremony. After which Neptune and his companions went forward and regularly initiated about one fourth of our crew into all the curious forms requisite to make them true sons of the ocean. The several candidates for a seaman's character were properly painted, slushed, shaved, ducked, questioned and sworn. Their singular questions and answers excited infinite laughter and merriment. After the ceremony concluded, the Commander, Officers and whole crew joined in a Ducking match, which aided in great good humour and pleasantry. The remainder of the day and evening were devoted to fencing, boxing, wrestling, singing, drinking, laughing, and every species of mirth and fun. Lat. Obs. $21^{\circ}58'$.

21st Day Saturday 7th Nov.

. . . . Nothing remarkable. . . . Same persons on Surgeon's list. Lat. Obs. $21^{\circ}34'$.

22d Day Sunday 8th Nov.

. . . . Cleaned out the cabin and got all the baggage and trunks on deck. Examined the Officers and crew, man by man, and found them neat and clean. At 10 a. m. the Commander and Officers attended prayers in the cabin. The Marines employed in singing psalms and the sailors in washing and mending their clothes. Lat. Obs. $21^{\circ}16'$. Lunar Obs. at 5-20 was $31^{\circ}17'$. Same persons on the Surgeon's list.

23d Day Monday 9th Nov.

. . . . James Angell, Cyrus Simmons, John Briggs, Samuel Boynton, Joseph Lewis, John Koster and James Crawford on the Surgeon's list with various complaints—none dangerous. Lat. $20^{\circ}4'$. A singular circumstance occurred to day. On opening a dolphin which one of the Prize-Masters caught we found a pistol ball in him which had been discharged about an hour before.

24th Day Tuesday 10th Nov.

. . . . Nothing remarkable. Lat. Obs. $20^{\circ}19'$.

25th Day Wednesday 11th Nov.

. . . . At 10 a. m. all hands were exercised in firing with the musket at a target. Found most of the crew to be excellent marksmen. . . . Observed the water to be considerably colored. Sounded with 100 fathoms. No

bottom. Lat. Obs. $19^{\circ}11'$. Same persons on Surgeon's list; none incapable of duty.

26th Day Thursday 12th Nov.

. At 4 p. m. the Marines trained to the Manual Exercise; also to several new manouvres *a la mode de Francais*. The Boarders amuse themselves with fencing and the rest of the crew act as spectators. . . . Lat. Obs. $18^{\circ}19'$. Long. per Lunar Obs. at 2 p. m. $28^{\circ}53'30''$. Crawford and Koster struck off the Surgeon's list. The rest recovering fast.

27th Day Friday 13th Nov.

. At 4 p. m. the Commander exercised the Officers, —and the Captain of Marines his men and the Boarders,— to the use of the musket according to the French system by loading and firing without using the ramrod. . . . At $\frac{1}{2}$ past 11 a. m. Captain Wilson called out "Land ho! right ahead!!" At meridian found the land to be, by an observation of the sun, the Island of St. Anthony, one of the Cape de Verds, situated in Lat. N. $17^{\circ}20'$ and $24^{\circ}59'W$. Long. Lat. Obs. $17^{\circ}15'$. The island bore when first we made it S. E. b. E—distant about 5 miles. Cyrus Simmons, James Angell, James Thomas, Watson Morris, Aaron Mason, Samuel Boynton and Ned Ingraham on the Surgeon's list; none incapable of duty. On examination the Commander finds Master Snow's lunar observations to be very correct, and that the dead reckoning could not be depended on. THUS in 27 days we have run a distance of 3,500 miles, notwithstanding occasional head winds and a great deal of light calm weather. Nothing very remarkable occurred during our passage.

28th Day Saturday 14th Nov.

(Variable winds and frequent changing of sails. Strong gales and heavy squalls). No land in sight. Lat. Obs. $16^{\circ}20'$.

29th Day Sunday 15th Nov.

(Sighted several of the Cape Verde Islands) Hazy weather and frequent squalls. Made and took in sail occasionally. Lat. Obs. $16^{\circ}21'$.

30th Day Monday 15th Nov.

Fresh breezes and cloudy weather. At 4 p. m. came to in a wide bay at the south end of the Island of St. Nicholas; out with the barge and the Commander, Surgeon and Captain of Marines went on shore unarmed. Found the Island to be mountainous, barren and uncultivated. Saw only a few small huts near the shore inhabited by blacks who led us to a well of water, brackish and sulphurous. They told us we could

fill only three barrels a day, and that there was no anchorage except within cable length of this iron bound coast. We saw the wreck of a large armed ship which was cast away there a short time before. They informed us there was a town or village two leagues distant, situated in a fine valley producing corn, grapes, fruits etc., where the Governor resided, but that wood and provisions were very dear. Capt. Wilson therefore concluded it would not be advisable to anchor there, purchased a few pigs, returned on board, and set sail with a fair wind for the Island of St. Jago. . . . At meridian having run down the west side of the Isle of May, and looked into the port where there were only two small Portuguese boats, we wore ship and stood over for St. Jago. The Isle of May appears more fertile than any of the Cape de Verdes we have seen yet. Habitations are scattered over every part of the Island and salt works appear along the beach. There is a small town composed of 15 or 20 houses at the south end of the Island but no fortifications that we could discover. Isle of May Lat. S. W. pt. $15^{\circ} 4' N$. Long. $22^{\circ} 46' W$. Joseph Antony, Henry Mitchell, and George Schoonerson added to the Surgeon's list.

31st Day Tuesday 17th Nov.

The Officers and Company feasted most sumptuously on the pigs they bought at St. Nicholas. At 1 p. m. came to anchor in the harbour of Port Praya, Island of St. Jago. We ran from the Isle of May to that place in $1\frac{3}{4}$ hours, a distance of 30 miles, having a fine breeze from the N. N. E. and all sails set. At 2 p. m. the Commander, attended by his Surgeon and Clerk, went on shore. He reported himself to the Governor-General and Intendant as the Armed American Brig *Yankee*, and requested permission to obtain a supply of water, wood and fresh provisions. This permission was immediately granted, and the Governor expressed much satisfaction, and some degree of surprise, at seeing an American armed vessel in this distant part of the world. He inquired very particularly concerning the events of the war between America and England, and regretted that this circumstance had deprived these islands of the American commerce. He said they were in great want of flour, bread, rice, etc., and offered a supply of every article our vessel wanted in return for those articles. He informed us no English vessels had touched at this island for some weeks past, but that there was an old British brig on the south side of St. Anthony loading with salt for the Brazils. The Governor further mentioned that the Private Armed American Ship called the *Alfred*, Captain Williams, touched at this island a short time since and obtained a supply of water

and provisions. The *Alfred* had taken and manned two valuable prizes, and was then bound on a long cruise. On taking leave the General told Capt. Wilson that he should expect the customary salute which would be returned. 6 p. m. the barge returned on board. At 8 a. m. we fired a regular United States salute of 17 guns which was immediately returned by an equal number from the town. Part of the Officers and men employed in filling water and the remainder about ship's duty.

32d Day Wednesday 18th Nov.

4 p. m. got all our water on board. 8 a. m. The Intendant-General, Dr. Madina, came on board with the Governor-General's compliments on our arrival. He remained and took breakfast with us, and appeared pleased with the appearance of the *Yankee*. 9 a. m. Capt. Wilson went on shore with part of the crew and such articles as he had agreed to exchange for fresh provisions. On examining the Intendant's book of entries find that two English brigs from London, bound to the Cape of Good Hope, touched here for water on the 29th ult. and also the Sloop of War *Morjiana*, Capt. Georges, with despatches for the same place. The Officers and Company have caught a great quantity of fish of different kinds since we came to anchor. . . . William Redding and Preserved Atwood added to the Surgeon's list.

33d Day Thursday 19th Nov.

First part of these 24 hours got all our wood and fresh stock on board. The Commander and several of his Officers dined with the Intendant. At $\frac{1}{2}$ past 9 p. m. they returned on board. Immediately got under way with a fresh breeze. . . . N. B. The harbour of Port Praya is spacious, secure and of easy entrance, with good anchorage in 10 fathoms water. The town, also called Praya, is situated on the top of a mountain, or rock, and encloses an extensive plain, the houses forming nearly a circle. There is a small stone church and four other decent buildings. Both the port and town are well fortified, mounting at least 70 pieces of cannon. The garrison however is most miserable, being composed entirely of blacks without discipline, arms, or even decent clothing. It is a singular fact that most of their musquets are without locks. We have not the least hesitation in saying that with thirty men we might have surprised and taken the town. The officers of the *Yankee* feel much gratified with the politeness and attentions they received from the Governor General Don Antonine Cortine Del Ancastra, and from the Intendant De Madina. They have obtained a sufficient supply of wood and water for at least two months, and as much

live stock and fruits as they wished to take on board. These articles were purchased at a small expense. Port Praya Lat. $14^{\circ}52'$ N. Long. $23^{\circ}30'$ W. Same persons on the Surgeon's list.

34th Day Friday 20th Nov.

. . . . Nothing remarkable. Lat. Obs. $14^{\circ}37'$.

35th Day Saturday 21st Nov.

. . . . No sail or land in sight. Lat. Obs. $14^{\circ}22'$.

36th Day Sunday 22d Nov.

(Cape Verds again in sight). Lat. Obs. $14^{\circ}26'$ Surgeon's list—James Thomas, Lemuel Baker, George Gunnerson, John Briggs, Lyman Peck, Asa Switchell, William Redding, Ned Ingraham, Joseph Lewis, James Angell and Gibsheets. None disabled from duty but Redding.

37th Day Monday 23d Nov.

$\frac{1}{2}$ past meridian the Island of Goree hove in sight distant about 2 leagues to windward. 1 p. m. saw a schooner under full sail standing out of Goree harbour towards us. Piped all hands to quarters. 2 p. m. the schooner tacked to windward; immediately tacked ship and set all sail in chase. At 3 passed within 5 miles of Goree.¹ Discovered a large English Brig and several small craft at anchor under the fort. . . . Finding we came up rapidly with the chase, and believing her to be an armed vessel, again piped all hands to quarters and cleared for action. 9 p. m. hoisted a light on our fore rigging, and discharged several muskets as a signal for the chase to heave to; not obeying these signals fired a shot under her stern; still continuing her course fired one of the bow guns, well loaded, directly into her; upon which she immediately bore away, and ran down close under our lee. As she passed us Capt. Wilson hailed her with the usual questions, and by the answers found her to be "His Britannic Majesty's Schooner *St. Jago*, from Goree bound to Senegal." After which the British Commander hailed us and was told we were "The Armed American Brig *Yankee*"; after which he demanded "How we dared to fire into His Majesty's schooner and ordered us to send our boat on board." Captain Wilson replied "I will not, strike your colours or I will sink you." Instantly His Britannic Majesty's Schooner wore upon her keel, and luffed up close on the wind, to prepare (as we supposed) for action. Not thinking it advisable to engage a King's vessel,

¹ The name Goree was until very recently applied to the part of the town of Bristol in which the negroes lived.

without knowing her force, at close quarters during a dark night, we resolved to wait until daylight, and therefore stood after her under easy sail. At 11 p. m. the *St. Jago* fired a shot which passed over us; we returned the compliment by giving him Long Tom—doubly charged with round and langrage. We thus returned shot for shot until 1 p. m., when the Commander and Officers thinking it inadvisable to engage a government vessel, where we should only get hard blows, and probably lose some spars and men, ordered the Master to make sail and stand to the W.S.W. to deceive the Enemy as to our cruising station. At 2 p. m. lost sight of him astern. The Officers and men remained at quarters upwards of 5 hours and displayed great resolution and courage. . . . Lat. Obs. 14°2'.

38th Day Tuesday 24th Nov.

. . . . Land in sight. . . Nothing remarkable. Lat. Obs. 11°40'.

39th Day Wednesday 25th Nov.

. . . . At 4 p. m. Edward James, one of the seamen, received 12 lashes, in the main rigging, in presence of the whole crew, as a punishment for stealing a shirt from one of the Marines.² John Koster struck off the Surgeon's list—the other invalids recovering fast—none incapable of duty. Lat. Obs. 8°53'.

40th Day Thursday 26th Nov.

. . . . Nothing remarkable. . . No Obs.

41st Day Friday 27th Nov.

. . . . At 6 a. m. Jonathan Whitmarsh saw a sail bearing N. b. E. distant about 3 leagues. Set all sail in chase 7 a. m. discovered the sail to be a sloop. . . . 9 a. m. piped all hands to Quarters. 10 a. m. cleared for action and fired a gun without shot, upon which the sail bore down for us. 10.30 she came under our lee with English colours flying at her main peak. Captain Wilson hailed her and ordered her to strike her colours instantly, which she did accordingly. Sent the barge on board. Found her to be the Sloop *Mary Ann* of London, Stewart Sutherland, Master, 70 & 21/95 tons burden, copper-bottomed, armed with 4 carriage guns, and navigated by 9 persons, trading upon the coast, with a cargo of sundries. She was last from Dick's Cove, bound to Sierra Leone. Upon examining the *Mary*

² This is the only record of a punishment inflicted upon one of the crew during the whole cruise. As will later appear one of the Officers became subject for censure on several occasions.

Ann and cargo it was not advisable to send her as a prize to America, but to take out of her the most valuable part of her cargo and then set her on fire. Accordingly we received on board the *Yankee* a quantity of gold dust (value unknown), some ivory, trade muskets, a few Calcutta goods, and sundry small articles of no great value. We then set fire to the *Mary Ann* and made sail on our course. The probable value of the *Mary Ann* and her cargo might be \$12,000. Lat. Obs. 7°29' N. Surgeon's list James Angell, George Gunnerson, Asa Switchell, Joseph Butman, Anson A. Allen, John Briggs, & Samuel Boynton. Slight complaints, none disabled from duty. The weather becomes remarkably hot, with almost continual calms, light winds, thunder, lightning and rain.

42d Day Saturday 28th Nov.

. . . . All hands employed in stowing away the ivory.
 Lat. Obs. 7°33'.

43d Day Sunday 29th Nov.

. . . . Nothing remarkable. . . . Invalids recovering fast. . . . Lat. Obs. 7°13'.

44th Day Monday 30th Nov.

. . . . Nothing remarkable. . . . (Sail sighted but lost) Lat. Obs. 6°47'. The weather becomes insufferably hot. Almost continual calms, with a vertical sun.

45th Day out—1st Dec. 1812

. . . . Nothing remarkable. Lat. Obs. 6°45'.

46th Day Wednesday 2d Dec.

. . . . At 7 a. m. Abner Midget saw a sail right ahead distant about 5 leagues. Got out all the sweeps. 8 a. m. observed several water spouts under the lee—squally with flying clouds and rain. At 11 made out the chase to be a schooner standing to the eastward. At meridian still in chase of the schooner distant about 2 leagues. Lat. Obs. 6°55'.

47th Day Thursday 3d Dec.

At meridian continued in chase of the sail ahead. $\frac{1}{2}$ past 12 got out the boats to assist the sweeps by towing. Found we came up rapidly with the chase. 2 p. m. fired a gun; hoisted English colours; not answered. $\frac{1}{2}$ past 2 p. m. gave her a gun, upon which the chase showed English colours. 3 p. m. being distant about $1\frac{1}{2}$ miles hoisted American colours and commenced firing Long Tom, towing the Brig all the time with the boats. 4 p. m. got the boats astern, piped all hands to Quarters and cleared for action. Light airs and a smooth sea. Being now within good gun shot commenced a brisk

cannonade on the starboard side. The chase returned the fire with 4 guns, the shot frequently falling near and one shot wounding the jib. At 20 minutes past 4 p. m. the Enemy fired a stern-chaser, double-charged, and instantly blew up, occasioning a tremendous explosion. Observed the Enemy to be on fire and several men swimming alongside. Immediately ceased firing (although her colours were still flying) and sent our boats with Lieut. Barton and Master Snow on board to save the lives of the Enemy, and extinguish the fire. They took up the swimmers and then rowed alongside. The scene that now presented itself to their view was shocking beyond description. The vessel was still in flames, the quarter-deck was blown off, the Captain was found near the main-mast—naked, mangled and burnt in the most shocking manner, one of the seamen lay near bruised and burnt almost as bad, a black man was found dead on the cabin floor, and five others around him apparently dying. All these wounded men were sent on board the *Yankee* and there received every possible attention from the Captain, Surgeon and Officers. Dr. Miller dressed their wounds and gave them the proper medicines but found the Captain and several of the blacks in a most dangerous condition. The Captain had received two deep wounds in the head which penetrated to the skull (probably from our langrage shot), his arms and legs were much bruised, his skin nearly all burnt off and his whole system greatly injured by the concussion. A small black boy had a most singular yet distressing appearance. This boy was literally blown out of his skin and for some time after he came on board we thought he was white. The sufferings of these poor fellows seemed very painful and excruciating. Lieut. Barton extinguished the fire, sent all the prisoners on board together with a boatload of sundry articles taken out of the cabin which had not been consumed. Finding the prize no ways injured except in her quarter deck the Commander ordered Lieut. Barton with a chosen crew to remain on board and to keep company with us during the night. On examination of the Schooner's papers and log-book we found her to be the *Letter of Marque* Schooner called *The Alder* of Liverpool, (owned by Charles B. Whitehead) formerly called *La Clarisse* and taken from the French, commanded by Edward Crowley, 77 tons burthen, mounting 4 carriage guns, and navigated by 10 men, besides 11 African crew, men. She left Sierra Leone 9 days ago bound to the Leeward on a trading voyage, with an assorted cargo of Bafts,³ gunpowder, muskets, bar-lead & iron, beads, flints and sundries. The *Alder* appears to be about 4 years old, is

³ Baft, or bafta, was a coarse stuff of Indian cotton.

copper-bottomed, measures 67 feet in length, but her sails are very poor and she does not sail well. The probable value of this prize in America might be \$5000; but her nett value could not exceed \$3000. At 8 p. m. one of the black seamen died and was thrown overboard. 25 minutes past 2 a. m. Captain Crowley notwithstanding every medical assistance departed this life in the greatest agony. For some hours previous to his dissolution he appeared to suffer excruciating torments and when informed of his approaching end did not seem sensible of his situation. His body was committed to the waves with as much decency as was practicable. At 9 a. m. the boy before mentioned also died and had a watery grave. The white seamen and three other blacks are just wavering between life and death and we fear can not recover.

The Boatswain related to us the accident which led to the horrid catastrophe. He said the Captain stood at the helm steering the vessel and giving his orders; that himself and several of the seamen were stationed at the gun aft; that the instant it was discharged the gun capsized with great violence, broke one of the quarter deck planks, threw the wadd-all on fire—directly into the magazine which was situated abaft the cabin, and the vessel instantly blew up. (Himself and another seaman leaped into the sea when they saw the gun dismounted and thus saved themselves.) It is supposed the Captain was thrown from the helm into the air and then fell into the main rigging. The blacks who were so dreadfully mangled were in the magazine filling cartridges. Sent the carpenter with materials to repair the prize. At 4 a. m. came on one of the most tremendous tornadoes ever witnessed. It blew, rained, thundered and lightened in a truly terrific manner. Took in all sail and kept the vessel before it. The lightning was unusually vivid and struck several times close on board. Having no conductor every mind was filled with apprehension and alarm. Latter part very light airs inclining to calm. The prisoners inform us there are several vessels of war at Sierra Leone, to wit, a new frigate, 2 sloops of war, a gun-brig, and several smaller vessels, all bound out on a cruise. They also tell us of two fine brigs which lately sailed from that place and are trading to the leeward—one of them owned by the late Captain of the *Alder*. The *Alder* has several shot in her sails, rigging, boat etc. but none in her hull.⁴ Our invalids recovering fast. They all appeared at quarters except Goff who had a large swelling on his right arm. Lat. Obs. 5°53'.

⁴ The *Yankee* in firing aimed to disable—not to destroy her possible prizes.

48th Day Friday 4th Dec.

During the greater part of these 24 hours calm with occasional light airs. At 4 and 6 p. m. the two other black seamen who were blown up on board the schooner died and were thrown overboard, making altogether six persons who have perished by this most unfortunate accident. The white seaman is still in a most dangerous state, but the Surgeon gives us hopes of his recovery.

We were much surprised on examination of the *Alder's* colours to discover a *Pirate's* flag and pendant. This circumstance lessens our compassion for the deceased Captain Crowley as it indicates a hostile disposition toward all mankind.

On a consultation of officers it was deemed advisable to man our prize, put on board of her the muskets, bafts, iron, etc. we took out of the Sloop *Mary Ann*, send her to Loango to dispose of her cargo for gold dust, ivory, dye-woods, or other valuable articles, and then proceed to America. Accordingly the Commander commissioned Daniel Salisbury as Prize-master, together with Edward Jones as Mate and four seamen to navigate said prize on her intended voyage. Made out a prize commission, letter of instructions, invoices, etc. and gave the Prize-master all the schooner's papers. We sent on board of her every article we had taken out of the sloop or schooner, together with provisions and various other necessary articles. All hands employed in despatching the prize. Lat. Obs. 7°.

49th Day Saturday 5th Dec.

The wounded foreigner recovers fast and is considered out of danger. All invalids recovered. Lat. Obs. 6°53'.

50th Day Sunday 6th Dec.

At $\frac{1}{2}$ past 4 p. m. saw the land. . . . Being Saturday night the crew drank a health to all sweethearts and wives and amused themselves with various diversions. The marines chanted psalms and hymns, the sailors sang "Old Tom Tough," and "Old Tom Bowling," and the officers listened with pleasure to the merriment of the crew.⁵ Sounded frequently during the night in 40, 30, 21 & 15 fathoms of water. At daylight saw Cape Mount. . . . Two canoes came from the shore with blacks. They informed us there were no vessels of any description at the Cape, upon which we up helm, squared the yards and bore away to the leeward. . . . Lat. Obs. 6°38' N.

⁵ In comparing the edifying music of the marines with the ungodly songs of the sailors the gentle reader will do well to bear in mind the fact that the writer was the Captain of Marines.

51st Day Monday 7th Dec.

At 4 p. m. two canoes came along side from Cape Little Mount and informed us of a schooner loading with rice at Trade-town, and also of a large brig that sailed from Monserrada this morning bound to leeward. During the night, not wishing to pass by Monserrada, stood off and on under easy sail until daylight when we saw Cape Monserra distant about 7 leagues. 10 a. m. another canoe came off who confirmed the news relative to the brig and also mentioned (Which we regret to hear) that a sloop of war passed down to leeward 6 days ago. Bought a few plantains and cassadas of these natives but did not suffer them to come on board. These Africans came off the distance of 3 or 4 leagues in small bark canoes and were entirely naked; they most of them spoke some English. The foreign invalid seems worse to-day, owing no doubt to the excessive heat. Lat. Obs. $6^{\circ}15' N$.

52d Day Tuesday 8th Dec.

At 6 a. m. saw a sail right ahead distant about 4 leagues. Set all sail in chase. 9 a. m. made out the chase to be a brig standing in shore.

53d Day Wednesday 9th Dec.

CAPTURE OF THE ANDALUSIA

Lat $5^{\circ}35' N$. Trade Town bearing N. E. distant about 4 leagues. Commences with light airs inclining to calm. Continued in chase of the sail ahead. We now discovered her to be a large armed brig, showing 8 ports on a side, with English colours flying at her main peak, apparently preparing for action. At $\frac{1}{2}$ past 1 p. m. the enemy commenced firing, heaving every shot over us. 2 p. m. he made sail and began discharging his stern-chasers. At $\frac{1}{2}$ past 2, being within half cannon shot, we commenced firing our Long Twelve. $\frac{1}{4}$ past 3 p. m., having approached within half-musket shot, we opened our whole battery upon the enemy and continued the action (the enemy keeping up a well directed fire from his cannon and musketry) till 20 minutes past 4 p. m.,—when observing that the Enemy's colours had been shot away in the early part of the engagement, and that his fire became very faint, the Commander gave orders to cease firing, and hailed her, enquiring if she had struck. The enemy answered "I have." Sent Lieut. Barton on board and found her to be the English Letter of Marque Brig called the *Andalusia*, Anthony Yates Kendall, Master, 210 tons burthen, mounting 10 carriage guns, 6 twelve pound cannonades, & 4 long French nines, with small arms, ammunition etc., navigated by a Captain, Super-cargo, and 17 white seamen, besides 81 free Africans who served

as marines. The *Andalusia* is owned at Gibraltar, and was last from Sierra Leone bound to the Leeward with a cargo of sundries on a trading voyage. It appears from her Log that she captured an American brig called the *Two Friends* off Port Praya, and carried her into Sierra Leone. The action lasted nearly three hours from the time the first shot was fired until the Enemy struck. We engaged him 45 minutes within pistol shot. Captain Kendall and his Boatswain were both slightly wounded; the remainder owed their safety to their excellent bulwark. On boarding the prize we found her mainmast and foreyard badly wounded; one shot under her fore-chains, which passed through and lodged in the opposite timbers; another which entered the cabin and lodged in the Captain's bed; nearly all her sails, braces, standing and running rigging shot away, and every part of the vessel more or less injured. All the white prisoners were sent on board the *Yankee* and Lieut. Barton with a strong watch remained on board the prize to guard the blacks. At 6 p. m. we made sail standing in shore, our prize in company, and came to anchor in 20 fathoms water. At daylight piped all hands to duty, sent part of the crew on board the *Andalusia* to repair damages and employed the remainder of the officers and crew in mending our sails, splicing our rigging, cleaning the arms, landing the black prisoners on their own shore, and other necessary duty. On examining our vessel after the action found we had received one 12lb shot through our bulwarks which passed out the lee side without any material injury, 4 balls through the main-sail, 6 shot in the foretopsail, one grape-shot lodged in the mainmast, and the weather forebrace, and one of the shrouds shot away. No person wounded.

At 7 a. m. we discovered a schooner in shore, standing to the northward. Weighed anchor and set sail in chase. 9 a. m. being nearly calm sent Master Snow with an armed boats' crew with orders to take possession of her and then to set sail for the *Yankee*. At meridian Master Snow not returned. Lat. Obs. 5°35' N.

54th Day Thursday 10th Dec.

At 4 p. m. Master Snow came to anchor under our lee with his little prize and gave the following account of his adventure. He said that on approaching the vessel he observed her boat attempting to land on the beach. That she struck on a rock, was capsized, throwing every article into the sea, and the Captain and crew swam on shore. That on going on board he found her entirely deserted, as he expected, and stripped of every valuable article, except a quantity of rice stowed in bulk. He immediately made sail and stood for the privateer.

The prisoners inform us that the schooner is called the *George*, and owned by Mr. Carr of Sierra Leone; that she is an American pilot boat and was taken in the Gambia about six months ago. She appears to be 60 or 70 tons burthen, has very poor sails and foul bottom. No doubt if coppered, with new canvass, she would sail remarkably well, at present she is very dull. As soon as she came to anchor we sent all our boats to take out the rice. We supplied our vessel and the other prize with as much of this article as was wanted, and then Captain Wilson made a present of the vessel to Captain Sutherland, late of the *Mary Ann*, as he had been the greatest sufferer by the capture of his vessel, and moreover had been 15 days a prisoner on board of the *Yankee*.

At 11 a. m., having taken the parole of all the white prisoners on board (giving them duplicates) we supplied them with every necessary article for their voyage to Sierra Leone and gave them all their clothes, baggage, private property etc., bade them farewell, sent them on board the schooner, and then made sail in company with our prize, standing down the coast. Captains Sutherland and Kendall, Mr. O'Connor, and all the prisoners, expressed their gratitude and thanks for the kind treatment they had received on board the *Yankee*. Indeed they could do no less. For the captains lived in the cabin with the officers, the mates in the wardroom, and the sailors were well treated by our crew. In fact our instructions require that we shall treat our prisoners with kindness and humanity. N. B. The Supercargo of the *Andalusia* estimated the vessel and cargo at \$19,000, but I am confident they will not sell for \$9000 in America. The *George* with her rice might be worth \$800. Lat. Obs. 5°30' N.

55th Day Friday 11th Dec.

Having landed the Africans and dismissed the white prisoners (amounting altogether to 145 persons) we made preparations for sending home the *Andalusia*. Made out commission, prize instructions and other documents for Captain Robert Tompenny, who was appointed Prize-master, together with William Child as Mate and 7 seamen to navigate said prize to America. Also wrote a letter to the owners giving them an abstract account of our cruise up to the present period. At 4 p. m. gave our prize three cheers, bade them adieu, and made all sail, standing down the coast. During the night light winds and hazy weather. This morning a great number of canoes along side with fish and other articles. Exchanged some tobacco, bafts, iron etc. for ivory and fresh provisions. . . . John Carter, the Captain of Long Tom, broke his arm on board the prize in jumping into the hold. The Surgeon set it. We

have at present no invalids on board. Two or three of the marines are troubled with bad boils but none disabled from duty. The Surgeon thought it best to send the poor fellow who was blown up on board the *Alder* to Sierra Leone under the care of Captain Sutherland. Lat. Obs. 4°59' N.

56th Day Saturday 12th Dec.

At 6 p. m. came to anchor in 15 fathoms of water in a sandy bottom, opposite the town of Settakroo (about 60 miles to the windward of Cape Palmas) at the distance of about three miles from the shore. . . . At daylight piped all hands to duty and sent both our boats, with a number of canoes, to fill our water. We are told this is the safest place to water from Goree to Cape Palmas, as the anchorage is good, the landing easy, and the water most excellent. His Majesty the King of Settakroo came on board. He is an old man and wears a mantle. His subjects are entirely naked. His son called Grand Loo, whom we took out of the *Andalusia*, has been of great assistance to us in our traffic with the natives for ivory and fresh stock. There are upwards of a hundred canoes alongside, dressed in the robe of Paradise, who talk and chatter and scream like a set of monkeys or parrots. Lat. Obs. 4°42'.

57th Day Sunday 13th Dec.

These 24 hours filled our water, bought two fine bullocks, five goats, and a quantity of fowls, yams, plantains etc. At 7 p. m. unmoored and made sail, standing down the coast. . . . At sunrise calm and no land in sight. Killed one of the bullocks. A number of fishing canoes alongside. . . . Lat. Obs. 4°42'.

58th Day Monday 14th Dec.

. . . . At 5 p. m. hove to off the town of Grand Sisters, distant about 3 miles. Sent our barge on shore to land Tom Wilson, whom we had taken prisoner on the *Mary Ann*. This fellow, son to the King of Grand Sisters, has been of great assistance to us in filling our water, and trading with the natives for live stock, ivory etc. He speaks good English and is an honest, intelligent negro. When our barge landed we observed a vast collection of the natives on the beach. Grand Sisters appears to be a large town, composed of a great number of huts, situated in the midst of palm groves and rice fields. The adjacent scenery has really a very pleasing and picturesque appearance. This town is at war with little Sisters, their neighbors and the natives showed great apprehension in coming off to our vessel. . . . The canoes alongside say no vessels have passed here this month. At meridian Cape Palm-

as in sight. . . . This Cape has no distinguishing appearance except a small rise in the land & trees. Watch employed in painting the ship. Thermometer 106 in the sun. Lat. Obs. 4, 17.

59th Day Tuesday 15th Dec.

. . . . Killed the other bullock. At meridian sailing the Bay of St. Andrews. The land here rises considerably and is covered with trees to the very top. No appearance of cultivation. Lat. 4, 38. Carter recovers fast; the other invalids recovered.

60th Day Wednesday 16th Dec.

As you approach the Bay of St. Andrews the land gradually rises to a considerable height, and is covered with lofty trees to the summit. There are no towns visible. . . . Running down the Gold Coast with great velocity in hopes of capturing several vessels which we understand are trading at Cape Lahore. At 8 a. m. a canoe came off from Picininni, Cape Lahore, who informed us a brig, mounting 6 guns, and a sloop unarmed left Grand Cape Lahore 7 days ago, bound down to Cape Corse Castle. This is bad news. These natives brought off gold dust and ivory but would receive nothing but powder and iron. Therefore we did not trade with them. . . . Thermometer 112° Lat. Obs. 4°58' N. . . . We have now been at sea two months being one third of our cruise. During this time we have taken four prizes, 18 carriage guns, 250 stand small arms, 145 prisoners, and property to the value of \$60,000. Our Officers and crew are all healthy and in good spirits. And we have water and provisions for at least 3 months on board.

61st Day Thursday 17th Dec.

At 2 p. m. Antonio, King of Cape Lahore, attended by 13 of his nobility came off in a war canoe. His Majesty confirmed the news we received this morning relative to the brig and sloop. These natives are as black as ebony, remarkably stout, well made, of a ferocious aspect, and their hair and beards platted in the most fantastic style. They wished to exchange gold and ivory for powder, rum and muskets, but we did not trade with them. After King Antonio had got as drunk as David's sow we were obliged to force him and his cannibals to go on shore. Cape Lahore has no distinguishing mark from the neighboring coast which is flat and sandy. Lat. 5°5' N.

62d Day Friday 18th Dec.

. . . . Nothing remarkable. Lat. Obs. 5°5'.

63d Day Saturday 19th Dec.

. At 20 minutes past 9 a. m. Samuel Pickens discovered a brig at anchor . . . supposed to be under Fort Apollonia . . . All sails set . . . At meridian the Fort bore right ahead, distant about six leagues.

64th Day Sunday 20th Dec.

Lieut. Barton piped for volunteers to man the barge and cut out the brig mentioned in yesterday's journal. Nearly the whole crew volunteered. From whom Mr. Barton selected 21 of the most able and experienced seamen, who were properly armed for the purpose. At 4 p. m. piped to quarters and cleared for action. It was understood that the *Yankee* should run in under English colours until she came within half-cannon shot of the brig, then send our barge on board the brig with the Lieutenant, another officer, and 6 bargemen only visible, the remainder being concealed under the sail. Accordingly at $\frac{3}{4}$ past 4 p. m. we rounded to within musket shot of the enemy and sent off the barge. In 6 minutes she had possession of the prize and immediately made sail, standing out to sea close on a wind. The *Yankee* did the same, previously firing the two shot directly into the Fort; which (strange to tell) was not returned. Lieut. Barton mentions that when he came alongside, and jumped on board with the whole boat's crew completely armed, the Captain instantly surrendered himself and his vessel. We find our prize to be the English copper-bottomed brig called the *Fly* of London, late Captain Jonathan Tydeman, 91 52/94 tons burthen, mounting 6 carriage-guns, long sixes, with ammunition, small arms etc. and navigated by a Captain and ten seamen beside negroes. The *Fly* was formerly a French privateer, built in the Isle of France, and condemned at the Cape of Good Hope. She is a handsome new vessel, sails remarkably well, and has a valuable cargo of gold-dust, ivory, gunpowder and drygoods. She captured on the 29th October last a Portuguese sloop called the *New Constitution*, (supposed to be American property) with 8 slaves on board, and sent her to Sierra Leone for trial. The invoice of the *Fly's* cargo at the time she left London amounted to £6810, 2s, 5d, but her cargo is not calculated to sell in America. The prize and cargo, including the gold-dust, may be reasonably estimated at \$15,000. Captain Tydeman states that altho the Castle at Apollonia mounts 50 heavy cannon, yet it has no garrison, but is the residence of several factors. Capt. T. says he supposed us to be an English man of war and therefore made no preparations for defending his vessel. During the night stood out to sea, our prize in company. At daylight piped up all hands & made preparations

for sending home the prize. Took the paroles of all prisoners, giving them duplicates. At 8 a. m. being in sight of land, we sent the prisoners on shore (according to their own request) in their own long boat—giving them all their clothes, baggage and private property besides several presents. Took out of our prize some gunpowder, rum, porter, livestock and various small articles, supplying her with water and sundries for her voyage. Made out Prize Commission, Instructions, wrote a letter to the owners and sent Capt. Thomas Milton Prize Master of said brig, and at 11 a. m. bade him adieu and made sail on our course. Lat. Obs. $4^{\circ}, 41' N.$

65th Day Monday 21st Dec.

At 7 p. m. passed our prize, gave them three cheers, and finally took leave of them.⁶ . . . The Commander thinks it advisable to leave the coast as no doubt there are men of war in pursuit of us both from the windward and leeward. Lat. Obs. $4^{\circ}23'.$

66th Day Tuesday 22d Dec.

. . . . We are now running for Annabona for the purpose of watering and then proceeding on our cruise. Andrew Holden and several seamen indisposed and on the Surgeon's list. Carter gets better fast. Lat. Obs. $3^{\circ}31' N.$

67th Day Wednesday 23d Dec.

. . . . Nothing remarkable. . . . Lat. Obs. $2^{\circ}55' N.$

68th Day Thursday 24th Dec.

. . . . Nothing remarkable. . . . Lat. Obs. $2^{\circ}18' N.$

69th Day Friday 25th Dec.

. . . . Killed the fatted calf, or more properly the fatted goat, gave the crew a pudding with extra allowance of grog, to keep a Merry Christmas. All hands in good health and fine spirits. Thermometer 88° in the cabin. No doubt our friends in Bristol are now shivering with the cold under the icicles and snow banks of their frozen climate. Lat. Obs. $1^{\circ}45' N.$ Long. Lunar at 9 a. m. $3^{\circ} E.$

70th Day Saturday 26th Dec.

. . . . Nothing remarkable. Lat. Obs. $1^{\circ}25' N.$

71st Day Sunday 27th Dec.

. . . . Nothing remarkable. Lat. Obs. $1^{\circ}21' N.$ Lunar Obs. at 10 a. m. $5^{\circ} 20' E.$

⁶This was true in more ways than one as the *Fly* was recaptured by the British. The gold dust she had accumulated reached Bristol in the *Yankee*.

72d Day Monday 28th Dec.

. At 2 p. m. discovered a sail bearing two points on the lee bow. 4 p. m. spoke the Portuguese schooner (or boat) 14 or 16 tons burthen, called the *Antonia de Santa Rosa de Lima*, Capt. Felix, 5 days out from St. Thomas' bound to Princes' Island, with 27 slaves on board. The captain and crew, 9 in number, were all black.⁷ He said there were no vessels of any kind at St. Thomas' and he has seen none since he sailed. . . . Lat. Obs. 1°7' N.

73d Day Tuesday 29th Dec.

. Nothing remarkable. Lat. Obs. 34' N. Lieut. Vinson indisposed.⁸

74th Day Wednesday 30th Dec.

. Surgeon's list. Lieut. Vinson, Mr. Andrew Holden, N. A. Slocum, Jas. Holden, John Carter, etc. None dangerous.⁹ Lat. Obs. 30' N.

75th Day Thursday 31st Dec.

As you approach the Island of St. Thomas from the westward, the land gradually rises from the northern and southern extremities till it forms a high mountain in the centre covered with clouds. This island appears to be covered with trees except on a few level spots where there are green fields. At the northeast point there are two hummocks, which on approaching you find to be the Island of Anna de Chaves. At ½ after 6 p. m. came to anchor in 20 fathoms of water. [Here follow some of the "ranges" taken.] At 8 a. m. the Commander and clerk went on shore, waited upon the Governor and Fiscal; were received with attention and politeness; obtained permission to fill their water, and were promised a supply of live-stock, vegetables and fruit. The Governor invited them to dine on shore but Capt. W. declined, wishing to return on board to expedite the watering. The Governor had no information of the war between England and America. A British vessel touched at St. Thomas' lately, who said all differences were settled between the governments. He informed us of a large English Letter of Marque Ship, mounting 18 guns, with 45 men, loading with camwood in Gaboon River. He says the *Amelia* Frigate is expected at the island, and that most of the men of war on the coast touch at the island for supplies. Both the officers spoke in high terms of America,

⁷ The small size of the vessel suggests the *Pinta* and the *Niña* of the fleet of Columbus.

⁸ Mr. Vinson's indisposition was probably due to drunkenness, as will appear from subsequent entries. His case was an unusual one for a Privateersman.

⁹ Query, Were there others suffering from the Vinsonian malady?

were pleased to find that our governments were still on amicable terms, and expressed the greatest indignation against British Power, Pride, Injustice and Insolence. They were rejoiced that we had met with success on our cruise, and appeared entirely friendly in every respect. Surgeon's List. Mr. Holden Lieut. V. and Slocum recovered and struck off the list.

76th Day Friday 1st January 1813

The first part of this day filled our water from a fine clear rapid river, situated about 100 yards from the white house on the beach, cut as much wood as was necessary. At 4 p. m. (Thursday afternoon) an officer came on board with the Governor's compliments, and mentioned that he would supply us with every article we wanted as soon as possible, and send them on board in canoes without obliging us to beat up to the city. Sent a note expressive of our thanks on the occasion. At 9 a. m. the Commander and clerk again visited his Excellency Don Raymond da Cunha Matos and were received as yesterday with great politeness and civility. It being a great holiday they attended church, (N. B. The priests, monks, and whole congregation were mulattoes or blacks) saw a procession civil and military composed of the principal inhabitants, with two bands of music, and the Virgin Mary, parading the streets. Dined with the Governor, had a most excellent dinner, with all kinds of vegetables, fruits, sweetmeats, liquors and wines; remained on shore the rest of the day as it came on to rain very heavy. The Governor having sent on board every article we wanted, paid him the amount in cloth and gold, bade him and the Fiscal adieu, returned on board, and at 11 p. m. weighed anchor and stood out to sea with a fair wind. St. Thomas' is a beautiful, fertile island, producing coffee in great abundance and of a superior quality; also corn, spices, vegetables and fruits of every description, cattle and other livestock, turtle, fish, etc. The town is in the form of a half moon, is situated at the head of a fine bay, and may contain three hundred houses, interspersed among gardens, plantain groves and coffee trees. Most of the buildings are small, many of them in ruins, and the remainder by no means elegant. The fort, or castle, as you enter the bay on the left hand mounts 40 pieces of cannon, with a garrison of 100 men. The Governor informed us he had information of two small English brigs loading in the Gaboon, besides the ship mentioned yesterday, which he understood was now at the Cameroons. Upon the whole the Commander of the *Yankee* was much gratified with his reception at St. Thomas', and pleased to find these officers so favorably disposed toward the American government.

77th Day Saturday 2d Jan.

. . . . Nothing remarkable. Invalids all recovered.
Lat. Obs. 16' N.

78th Day Sunday 3d Jan.

. . . . Nothing remarkable. Lieut. Vinson and Asa Switcher incapable of duty. John Carter, James Holden, J. C. Lindegard, and several indisposed with slight complaints. Lat. Obs. 6' South.

79th Day Monday 4th Jan.

. . . . Nothing remarkable . . . Excessively hot, Thermometer 90° at midnight, being on the Line. Lat. Obs. 4' North.

80th Day Tuesday 5th Jan.

. . . . At 7 p. m. came to anchor at the mouth of the Gaboon River in ten fathoms of water. . . . Immediately piped for volunteers to man the barge and explore the river to discover any strange sails. Master Snow appointed to command the expedition, and 21 brave fellows selected to accompany him. They were all completely armed and supplied with every article necessary for their night campaign. At 20 m. past 7 P. M. the barge left the *Yankee* with the best wishes of their remaining companions for their success and safe return. During the night calm and intolerably hot. At 9 a. m. discovered two large boats in shore rowing toward us full of men. Piped all hands to Quarters, cleared for action and got a spring on the cable. Shortly after two African princes came on board, who informed us there was a small Portuguese schooner loading with slaves high up the river, and that an English Cutter arrived three days ago at King Glas' Town, near the mouth of the river. From their description of the vessel, Captain and cargo we were clearly convinced that this Cutter was no other than our prize the *Alder*, Capt. Salsberry. Capt. S. passed as an English vessel and told the natives he had been fired at by a Portuguese ship at Rio Pungus, and that one shot stove his boat; that he had been struck by lightning during a tornado, which blew up his quarter deck and killed the former captain and five seamen. This ingenious deception does much credit to our Prize-Master. These Africans further told us that the two brigs we heard of at St. Thomas' sailed with valuable cargoes two weeks ago, and that the ship had not arrived. At meridian the barge returned on board and Master Snow informed us that they had proceeded up the river at least twelve leagues, that they saw no English vessels, but heard of the Portuguese schooner; that on their return they boarded the cutter mentioned above and found

her to be really our prize the *Alder*. Capt. Salisbury stated he had met with a great deal of bad weather and lost some spars, but saw no enemy. He arrived in the river five days since, was making a rapid and profitable trade for ivory, wax, skins and wood, and expected to sail in about a week for America. Himself and crew were in good health. Surgeon's list. Lieut. Vinson, James Holden, J. C. Lindegard recovered, Carter nearly recovered and Switcher better. Lat. Obs. 37' N.

81st Day . . . Wednesday 6th Jan.

At meridian weighed anchor and stood out of the Gaboon River bound down the coast. . . Nothing remarkable. Lat. Obs. 18' S.

82d Day Thursday 7th Jan.

. . . Nothing remarkable . . . No observation.

83d Day Friday 8th Jan.

During these 24 hours (as usual) variable winds, calms, squalls, thunder, lightning and heavy rain. All hands employed about ship's duty presenting a very busy and amusing scene. Lat. Obs. 31' S.

84th Day Saturday 9th Jan.

. . . All sail set, bound to Annabona for supply, and from thence to the Island of St. Helena, one of our cruising stations. Long. from Lunar Obs. at 3 o'clock p. m. 8° 40'—Lat. Obs. 1°22' S.

85th Day Sunday 10th Jan.

Annabona bearing W. N. W. 3 leagues. At 5 p. m. saw the land 2 points on the lee bow. $\frac{1}{4}$ past 5 discovered a sail 4 points on the weather bow, took in studding-sails and luffed up close on a wind in chace. . . . At 10 p. m. discovered by the help of our night glasses that the chace was a brig standing to the westward. Shortened sail and kept in company during the night. At daylight made all sail to come up with the chace. Observed she had hove to; hoisted English colours & showed 7 ports on a side. Piped all hands to quarters and cleared for action. At 7 a. m. came alongside and ordered her to strike her colours, which she did accordingly. Sent the barge on board and found our prize to be the English Brig *Thames*, late Francis Toole Master, 171 tons burthen, mounting 8 carriage guns (4-12 lbs & 4 long nines) with small arms, ammunition, etc. from Mayjumba, coast of Africa, bound to London, navigated by 14 persons, with a cargo of camwood, some goods and ivory. Took the prisoners on board the *Yankee*, and sent Capt. George Eddy as Prize-Master, with

N. M. Slocun and 8 seamen to navigate said vessel to America. Gave said Prize-Master the vessel's papers, his Commission, Instructions, Letter to the Owners etc. and then bade him farewell. The *Thames* is copper-bottomed, thoroughly repaired, and carries a large cargo. This vessel and cargo may be reasonably estimated at \$25,000.

N. B. On the very day and hour of our capturing the *Thames* our Commander was born—27 years ago.

86th Day Monday 11th Jan.

At 5 p. m. came to anchor on the north side of the Island of Annabona in 7 fathoms water, sandy bottom, opposite a small village distant about a mile from the shore. . . . Soon after we came to, the black Governor and his mate came on board. We easily obtained permission to water, wood etc. . . . Having finished our trade and filled our water at 20 m before 12 a. m. we got under weigh . . . This island is 7 or 8 leagues in circumference and is remarkable for a lofty mountain covered with orange, lime and cocoanut trees. It has a fertile and beautiful appearance.

It is with deep regret that the Commander of the *Yankee* feels it his duty in justice to himself, his Officers and his crew, to make the following entry in his Journal, relative to the conduct of one of his officers.—My Second Lieutenant John H. Vinson, has never, in my opinion, displayed either seamanship, judgment or courage during our cruise. He appeared to be much intoxicated on the night of the partial engagement with His Majesty's Schooner *St. Jago*, and behaved with great impropriety. During the skirmish with the *Alder* he was particularly negligent in not extinguishing the flames when our bulwarks were on fire. And during the long engagement with the *Andalusia* he certainly did not manifest either activity or courage. This officer is guilty of one offence which would subject him even to capital punishment—viz —*sleeping on his watch*. The night after we captured the *Fly*, when we had a number of prisoners on board, and many of our crew had got drunk on board the prize, and were extremely riotous, Lieut. Vinson was himself much intoxicated, or to speak plainly *dead drunk*, and slept in his watch in presence of myself, my officers, and the whole crew. He was guilty of the same offence on the 5th January when we lay at the Gaboon, and also last night when we had 14 prisoners on board, and were anchored on a savage coast. This offence of getting drunk and sleeping on a watch is of a very serious and alarming nature, endangering both the safety of the vessel and the lives of all on board. His conduct subjects him to a court martial which will certainly convince him of his errors.

87th Day Tuesday 12th Jan.

. At 4 p. m. exercised all hands at quarters; after which piped all hands to muster and found our crew now consisted of 71 men Lat. Obs. 1°25' S.

88th Day Wednesday 13th Jan.

. John Carter recovered and struck off the Surgeon's list. No invalids. Nothing worthy of remark. Lat. Obs. 1°53' S.

89th Day Thursday 14th Jan.

. Nothing remarkable Lat. Obs. 2°39' S. No invalids.

90th Day Friday 14th Jan.

. Lat. Obs. 3°16' S. . . . *We have now* been at sea 3 months, one half of our cruise, and 97 days from Bristol where our cruise commenced. During this time we have taken 6 prizes, measuring 685 tons, mounting 34 carriage guns, 525 stand of arms, and 150 prisoners.

91st Day Saturday 16th Jan.

. Nothing remarkable.—Lat. Obs. 4°23'.

92d Day Sunday 17th Jan.

. All hands in excellent health. Being Saturday (Sunday) night all hands enjoyed the jubilee and drank to their sweethearts and wives. Our prisoners are mostly Irishmen and seem to be quiet and well disposed. Lat. Obs. 5°55'.

93d Day Monday 18th Jan.

. Nothing remarkable. Lat. Obs. 6°33'S.

94th Day Tuesday 19th Jan.

. Nothing remarkable. Lat. Obs. 7°13' S.

95th Day Wednesday 20th Jan.

. Nothing remarkable. Lat. Obs. 7°53' S.

96th Day Thursday 21st Jan.

At $\frac{1}{4}$ past 5 p. m. came to anchor off the N. W. end of Ascension Island. Sent the barge on shore for the purpose of taking turtle during the night. . . . At 8 a. m. the barge returned on board with a fine large turtle, weighing at least 400 lbs., and containing several thousand eggs—the only one seen on the beach during the night. At 9 a. m. again dispatched the barge and Capt. Wilson went on shore in the jolly-boat, to endeavor to procure more turtle. Wrote a letter, or memorandum, mentioning the arrival of the Privateer *Yankee* at this island; her successful cruise, number of

captures, guns, prisoners, value, etc.; also the declaration of war against England, and its principal events;—which letter we directed to any American captains who might hereafter touch at this island. This letter was deposited among the rocks, being anchored in a bottle, where we observed a number of names engraved, particularly the following “Young Dickenson, J. W. Costa, 1813,” and “The Crescent Leach, 1812.” $\frac{1}{2}$ past 11 a. m. the boats returned on board without any success. The officers and seamen caught a great number of fish, and killed a quantity of birds—neither fit to eat. The Island of Ascension is 3 leagues in length and 2 in breadth. It is composed of several hills or hummocks covered with a reddish earth, and has a very rugged and craggy appearance. It was evidently thrown up by some convulsion of nature. It is not inhabited and produces neither tree, fruit or vegetable—nay not even fresh water. There are some miserable lean wild goats and innumerable ship rats. The island is principally remarkable for the vast quantity of turtle which resort here to deposit their eggs during certain months of the year. These turtle are easily taken during the night by concealing yourself on the beach, rushing suddenly upon them when they come on shore, and capsizing them. They are said to be of the finest and most delicious kind. Joseph Anthony, coxswain of the barge, was very badly bruised when she capsized in the surf, and Zep. Andrews cut his hand very severely in butchering the turtle. It is singular that our crew receive more wounds from their own negligence than the shot of the enemy. Ascension— $7^{\circ}56'$ South Lat. $13^{\circ}54'$ West Long.¹⁰

97th Day Friday 22d Jan.

The officers and company feasted most luxuriously on the fine turtle they caught the preceding night. . . . Caught another large turtle during the night. At 7 a. m. got in the barge, weighed anchor, and stood out to sea. . . . Anthony and Andrews much better. Lat. Obs. $7^{\circ}53'$. Variation by a correct Amplitude taken while at anchor in Ascension Roads $15^{\circ}12'$ W.

98th Day Saturday 23d Jan.

. . . . The Surgeon performed a surgical operation on James Anthony, by cutting out a wen or protuberance on his right cheek. Dr. Miller seems to be quite a proficient in the use of the knife and lancet. Lat. Obs. 8° S.

¹⁰ The two islands, Ascension and Saint Helena, which was later to become famous as the prison of Napoleon Bonaparte, were both made “Ports of Call” for the *Yankee*.

99th Day Sunday 24th Jan.

. Killed our large turtle and all hands had a Sunday feast. It was superexcellent. No invalids. Lat. Obs. 8°S.

100th Day Monday 25th Jan.

. Nothing remarkable. Lat. Obs. 8°15' S.

101st Day Tuesday 26th Jan.

At 9 a. m. piped all hands to Vendue and sold a quantity of prize goods, viz, shirts, cloth, linen, razors, knives, cloaks, flannel, etc. etc. to the officers and crew to furnish them with clothes for their cruise and when they arrive on a winter's coast. Lat. 8°6' S.

102d Day Wednesday 27th Jan.

. Nothing worthy of remark. Lat. Obs. 7°53' S.
Long. Lunar 29°35' W.

103d Day Thursday 28th Jan.

. Lat. Obs. 7°52' S. Lunar Obs. 32°7' W.

104th Day Friday 29th Jan.

. Nothing remarkable. Lat. Obs. 8°8'.

105th Day Saturday 30th Jan.

. 7 a. m. saw several small Portuguese fishing boats, called Jangars. ½ past 7 a. m. made the land bearing right ahead, distant 7 or 8 leagues. The land appeared low, with a number of towers or churches on the coast, and the town of Olinde situated on the side of a hill, making a beautiful appearance. 9 a. m. discovered several large vessels at anchor in the harbour of Pernambuco. 11 a. m. spoke a Portuguese schooner just out of Pernambuco, bound to windward; informed us there were no English men of war on the coast—that there were three large British ships in harbour, loading, and two American schooners laid up without cargoes. They had heard of no American privateers on this station. 11 a. m. jibed ship in chace of a sail distant 4 or 5 miles.
Lat. Obs. 8°12'.

106th Day Sunday 31st Jan.

Pernambuco bearing N. W. distant 8 or 10 leagues. At 1 p. m. piped all hands to quarters, ran down under the lee of a large armed English Brig, pierced for 16 guns, and mounting 8. When within pistol shot ordered her to strike her colours—the reply was “We are all ready”—and hesitated. Capt. Wilson again ordered him to lower his flag and quit the deck or he would fire into him. The reply was “Surely you are

joking." Our Commander still ordered his men not to fire, and a third time ordered him to strike instantly, which he did with great reluctance. Sent our boat on board and found our prize to be the large armed English Brig called the *Harriott and Matilda* of Mayport, Captain John Inman, burthen 262 tons, copper-bottomed, mounting 8 carriage guns—6 twelve and 2 eighteen pound cannonades, from Cork bound to Pernambuco, with a cargo of salt, porter, iron, drygoods, earthenware, butter, cheese, potatoes etc. etc. The *Harriott and Matilda* was captured from the Danes in 1808, sails well, and is a fine vessel. The vessel and cargo may be reasonably valued at \$27,000. Took the prisoners on board and beat off the land during the night. At 7 p. m. sent 18 prisoners ashore in our barge, which we gave them, with all their clothes, baggage, a compass, water, provisions etc. being at this time within 7 leagues of Pernambuco. During the latter part of these 24 hours all hands employed in taking out the following articles from the prize, viz—16 hampers cheese, 56 do Irish potatoes, 20 kegs of butter, 6 casks bottled porter, 20 gallons Rum, and 31 bales of fine merchandise. The *Harriott and Matilda* sailed from Cork under convoy of the *Frolic* (*Cherub*?) sloop of war, and parted from him three days before. The convoy consisted of 6 East Indiamen, and several others bound to Rio Janeiro. It is worthy of remark that the *Yankee* ran from Ascension to Cape St. Augustine, a distance of 1200 miles, in 7½ days—fresh trades, pleasant weather, a smooth sea, and all sails set, scarcely ever moving tack or sheet. Lat. Obs. 8°29'.

107th Day Monday 1st Feb.

All hands employed in sending away the prize. Made out Commission, Letter of Instructions, wrote a letter to the owners, and gave the ship's papers to the Prize-Master, Richard M. Coit, with a crew of 12 men. At 4 p. m. gave our prize three cheers and bade her adieu. At 9 a. m. having taken the paroles of all the prisoners, we gave Capts. Toole and Inman the long boat of the prize, supplied them with every necessary article, and being within 6 leagues of Pernambuco, they went on shore. Capt. Toole had been 21 days a prisoner and behaved very well during the whole time. 10 a. m. saw a sail bearing S. E. at a great distance. Lat. Obs. 8°4' S.

108th Day Tuesday 2d Feb.

At 1 p. m. discovered a sail on the lee bow at a great distance. At 3 p. m. having approached within 2½ miles of the sail mentioned in yesterday's journal made her out to be an English sloop of war in disguise. Immediately up helm, set stay-sails, and bore away N. b E. The enemy did the same and

set all sail, showing a cloud of canvas. We were glad to observe that we soon altered his bearings, & at sundown left him astern, distant about 3 or 4 leagues. . . . On mustering the crew find we have 62 persons on board, including boys and negroes, also 3 prisoners. Lat. Obs. $8^{\circ}14'$ S.

109th Day Wednesday 3d Feb.

. . . . $\frac{1}{2}$ after 5 p. m. saw several sails, made all sail in chace, but soon discovered them to be Jangars, or fishing boats. Lat. $7^{\circ}53'$.

110th Day Thursday 4th Feb.

At 3 p. m. having run down opposite Pernambuco . . . hoisted the American pendant and colours, and hauled up close on the wind, bound to Fernando Noronha for a supply of water. Lat. Obs. $9^{\circ}17'$ S.

111th Day Friday 5th Feb.

. . . . Lat. Obs. $7^{\circ}29'$ S.

112th Day Saturday 6th Feb.

. . . . Lat. Obs. $5^{\circ}56'$.—Long. Lunar $33^{\circ}50'$.

113th Day Sunday 7th Feb.

At $\frac{1}{2}$ past 5 a. m. the Island of Fernando Noronha— $\frac{1}{2}$ past 7 saw a sail 2 points under the lee bow. Made all sail in chace. At $\frac{1}{2}$ past 10 a. m. came up with the chace and found her to be our prize the *Alder*, Salisbury Master, being the second time we have spoken him. Sent for Capt. Salisbury on board, who informed us that he left the Gaboon on the 11th ult.—that he has seen no sail, that his schooner sailed well and was in good order, that his crew were all healthy except James Thomas—whom we took on board, and sent one of our prisoners in his stead,—and that he had a full cargo of the following articles; viz. 50 oz gold dust, 45 tons red-wood, 1 do ivory, $\frac{1}{2}$ do bees wax, 700 lbs gum copal. Took the gold on board, supplied Capt. S. with some bread, rice, cheese, butter, porter, etc. and at meridian gave him three cheers and bade him adieu. Lat. Obs. $3^{\circ}43'$.

114th Day Monday 8th Feb.

. . . . $\frac{1}{2}$ past 7 a. m. came to anchor in 13 fathoms water, hard bottom, in a convenient harbour at the N. W. end of Fernando Noronha, distant about $\frac{3}{4}$ of a mile from the shore. The Commander sent Lieut. Barton to ask permission of the Governor to obtain wood and water. He was received in the most friendly manner and the petition was at once granted. The Governor informed Lieut. B. that the *Morjiana* and *Acasta*, British Frigates, touched at this island last De-

cember, bound to India; and that the American ship *John* of Salem, also touched here on the 14th Jan. 1813. 11 a. m. sent the boat to fill water, which is very difficult to obtain.

115th Day Tuesday 9th Feb.

At 5 p. m. got up the anchor and dropped down nearer the watering place. . . . Both boats employed in getting off wood and water. Owing to the heavy surf which breaks over the rocks find it very difficult to take off the water. However got 9 casks on board and two boat loads of wood. Master Snow and Lieut. Barton on shore finishing our affairs, i. e. filling the rest of the water, buying fresh stock, etc. etc. All hands busy, some in the boats, others in the hold, many overhauling the rigging, slushing the masts, etc. no idlers, everyone anxious to leave the famous (or perhaps *infamous*) island of Fernando Noronha.¹¹ James Thomas, the seaman we took out of the *Alder*, is dangerously sick of a fever he caught in the Gaboon.

116th Day Wednesday 10 Feb.

Messrs. Snow, Barton and Miller dined on shore with the Governor. They were treated with great civility and politeness. The Governor expressed his satisfaction at our having captured 14 English vessels, and mentioned that an American Consul touched at this island on the 13th Dec. last, on his way to Pernambuco. Having got all wood and water on board, and also a fine bullock, at 4 p. m. weighed anchor and stood out to sea, with fresh trades and fine weather—course N. N. W. bound towards HOME. . . . Thomas is something better but still dangerous. Lat. Obs. 1°33' S.

117th Day Thursday 11th Feb.

. . . . Nothing worth noting. Lat. Obs. 30'S.

118th Day Friday 12th Feb.

. . . . At 3 p. m. being Lieut. Vinson's watch, a squall struck us with all sail standing, and had nearly capsized the ship. Instantly the other officers ran upon deck and let fly halyards and sheets and kept her before it. As soon as the squall was over Captain Wilson put Lieut. Vinson under arrest for this and various other offences during the cruise (See ante). Afterwards on his acknowledging his errors and promising to reform Captain Wilson reinstated him in his command. . . . No Obs.

119th Day Saturday 13th Feb.

. . . . Thomas is better. Lat. Obs. 4°16' N.

¹¹ The island is used by the government of Brazil as a penal settlement.

120th Day Sunday 14th Feb.

. . . . [Nothing worth noting.] Lat. Obs. $6^{\circ}22'$.

121st Day Monday 15th Feb.

. . . . [Nothing worth noting.] Lat. Obs. $8^{\circ}35'$.

122d Day Tuesday 16th Feb.

. . . . [Nothing worth noting.] Lat. Obs. $11^{\circ}2'$.

123 Day Wednesday 17th Feb.

. . . . Thomas is out of danger. Lat. Obs. $13^{\circ}30'$ N.

124th Day Thursday 18th Feb.

. . . . Thomas is much better. Lat. Obs. $15^{\circ}37'$ N.

125th Day Friday 19th Feb.

. . . . Distance 203 miles—Lat. Obs. $18^{\circ}13'$ N.

126th Day Saturday 20th Feb.

. . . . Thomas is not so well. Lat. Obs. $20^{\circ}52'$ N.

127th Day Sunday 21st Feb.

. . . . [Nothing remarkable.] Lat. Obs. $23^{\circ}14'$ N.
Long. Lunar Obs. at 9 a. m. $52^{\circ}12'$ W.

128th Day Monday 22d Feb.

At 6 a. m. discovered a sail one point on the lee bow.—At 8 discovered the sail to be a brig. . . . At 10 made sail in chace of the ship . . . distant about 3 leagues. Lat. Obs. $25^{\circ}14'$.

129th Day Tuesday 23d Feb.

Continued in chace of the sail ahead. At 2 p. m. fired a gun and hoisted the American flag, upon which the chace showed Portuguese colours and hove to. At 4 p. m. sent the boat on board and found her to be the Portuguese ship *Amazon*, Captain Francis Antonia, 24 days out from Lisbon, bound to Boston with a cargo of salt. Capt. A. informed us that on the 15th inst. he saw a sail ahead but did not speak her—that there were a great number of Americans at Lisbon and Cadiz, who were bound home under neutral colours. Lord Wellington had visited Lisbon and Cadiz for a few days and returned to his army. The English told Capt. A. that their fleets had burnt and destroyed Charleston and Philadelphia (This is very improbable)¹² At 5 p. m. made sail on our course. Lat. Obs. $26^{\circ}16'$ N.—Long. Lunar Obs. 10 a. m. $55^{\circ}27'$ W. Var. Ev. Amp. $5^{\circ}20'$ W. Thomas is much better.

¹² The burning of Washington was yet to come.

130 Day Wednesday 24th Feb.

. . . . At 11 a. m. discovered a sail on the lee bow, apparently a brig standing close hauled to the eastward under royals with his course hauled up. Observed the sail immediately to bear away in chace of us. Tacked ship and made all sail to avoid the chace, or at least to discover how she sailed. Gentle breezes, a smooth and pleasant weather. 11-40 a. m. finding we dropped the chace very fast again tacked ship. . . . At meridian the sail bears 2 points on the lee bow, distant 12 or 14 miles. Lat. Obs. $27^{\circ}3' N.$ —Long. Lunar $56^{\circ}42' W.$

131st Day Thursday 25th Feb.

Made all sail in chace. At 3 p. m. fired a gun, upon which the chace showed English colours. $\frac{1}{2}$ past 3 she hove to with her maintopsail aback. Piped all hands to quarters and cleared for action. $\frac{1}{4}$ before 4 the enemy got under weigh to engage us. At 4 p. m. being within good gun shot commenced a brisk cannonade on the starboard side which the enemy returned. 10 minutes past 4 p. m. she wore ship and struck her colours. Gave three cheers. Sent the barge on board and found our prize to be the English Brig called the *Shannon*, Captain Robert Kendall, of Workington, 25 days out from Maranham, bound to Liverpool, 210 tons burthen, with a full cargo of cotton (100 bales) navigated by 15 men, mounting 10 carriage guns, sixes and nines, a fine vessel and sails well. The Mate was severely wounded in the foot. Took out the prisoners, made out Prize Commission for Samuel Barton, Letter of Instructions, gave him ship's papers, and at $\frac{1}{2}$ past 5 p. m. gave our prize three cheers and bade her adieu. Thus in one hour and a half we took a valuable prize, manned her and ordered her home. This prize may be estimated at \$45,000.¹³

Long. Lunar at 9 a. m. $58^{\circ}6' W.$ —Lat. Obs. $27^{\circ}37' N.$

132 Day Friday 26th Feb.

At 5 p. m. saw a sail $1\frac{1}{2}$ points on the lee bow, apparently a brig standing to the southward. . . . At daylight no

¹³ Before the *Shannon* was captured, Mr. Jones had made out his "List of Prizes," and had also written the "Route of the *Yankee*" which is printed at the end of this Journal. It is possible that he may not have protested very strongly at the additional entries he was compelled to make. The *Shannon*, with her cargo, actually netted \$67,521. The erroneous estimate may be excused in view of the exceedingly short time allowed for its making. When the cargo of the *Shannon* was sold, Mr. De Wolf found that he had been remunerated for all his losses suffered at the hands of the British cruisers. He therefore renamed her the *Balance*. Bearing that name she sailed from Bristol for years thereafter. The next prize was renamed the *Prize*, and the next the *Remittance*. The *San Jose Indiano* of the 5th cruise became the *General Jackson*.

appearance of the sail we discovered last night. . . .
 Long. Lun. at 11 a. m. $59^{\circ}44'$ W.—Lat. Obs. $28^{\circ}20'$ N.

133d Day Saturday 27th Feb.

At 3 p. m. discovered a sail two points on the lee beam; believed her to be an armed vessel in chace of us. Continued our course with all our canvass spread. $\frac{1}{2}$ past 4 lost sight of the sail astern. During the night frequent squalls of wind and rain. At 4 p. m. being very dark and squally found ourselves suddenly in the midst of a fleet of ships. Instantly called all hands and tacked ship to the S. E. At daybreak discovered two large ships and a brig standing to the E. Tacked ship again to the N. N. W. The nearest sail bore two points on the lee beam distant about $2\frac{1}{2}$ leagues. At 7 a. m. lost sight of all the sails and continued on our course. Strong breezes, flying clouds and a heavy sea. Rook two reefs in topsail and mainsail, got six of our cannon below, with all the shot boxes, secured Long Tom with strong lashings, housed the lee guns, and got everything ready for the stormy weather which we may expect to encounter as we approach our coast.
 . . . Thomas is nearly recovered. The wounded prisoner is comfortable and the Surgeon thinks he will do well. Lat. Obs. $30^{\circ}27'$ N.

134th Day Sunday 28th Feb.

(Begins with heavy weather) 9 a. m. saw a sail 3 points on the weather bow. $\frac{1}{2}$ past 10 spoke the Swedish (American) Hermaphrodite Brig *Augustus* from Boston, bound to St. Bartholomew's—with liberty to touch at Bermuda—with cargo of American produce, 15 days out. The Captain and passengers informed us that Commodore Decatur had captured the British Frigate *Macedonian* after an engagement of 17 minutes; that none of our vessels of war have been taken; that Admiral Warren's squadron were blockading the Chesapeake with two Seventy fours and five Frigates, and that there were not many cruisers on the coast. We obtained from him several newspapers up to the 13th Feb., from which it appears that no important battles had taken place on the Frontier, but several skirmishes with the Indians; that the foreign news was no later than our English papers—Bonaparte having retired into winter quarters at Smolenski, and Lord Wellington on the borders of Portugal; that the coasting trade is still continued; that a great trade was carried on under neutral flags and many vessels dispatched to Lisbon, Cadiz and France; that there were numerous arrivals from foreign ports but not many prizes, and that five frigates had sailed from France bound to America. Congress had passed a loan bill for 22

millions and raised another army of 20000 men, besides building several sloops of war. Permitted the *Augustus* to proceed.—Lat. Obs. 31°33'.

135th Day Monday 1st March

. . . . Distance 212 miles. Invalids recover fast.
Lat. Obs. 34°23' Thermometer 71°.

136th Day Tuesday 2d March

(Commences with strong breezes and pleasant weather—then comes a tremendous gale with very high seas.) 11 a. m. the stern boat being stove in the bows cut it adrift. $\frac{1}{2}$ past 11 a. m. came on a very heavy squall of rain and hail and hove the ship down nearly on her beam ends; instantly cut away the fore and trysail halyards, got the helm up and kept her before it, threw four of our cannon overboard, got two below, sent down maintopmast; vessel labored excessively, the sea making a fair breach over her. Continual squalls of wind, rain, hail and snow, with thunder and lightning and a very dangerous sea. Finding it unsafe to lay the ship to while the squalls continued sent her before it under a foretopmast staysail; ship perfectly tight and making no water. Lat. Obs. 37°11' N.

137th Day Wednesday 3d March

The storm continues with frequent and heavy squalls. . . . At 12 midnight the squalls become less frequent—the wind more moderate and steady and the sea less dangerous. Hove to under trysail with her head to the westward, rode easy and shipped no seas. 8 a. m. the wind died away—nearly a calm—latterly an entire calm. Vessel labors considerably owing to the heavy sea. Thomas is almost well; the wounded Mate is in a fair way to recover; the Armourer received a bad contusion in the side by a fall. Ther. 63° Lat. 36°23' N.

138 Day Thursday 4th March

(More very nasty weather). Conclude with strong gales and flying clouds with a bad sea. Invalids not so well. Lat. Obs. 37°30' N.

139th Day Friday 5th March

(Variable weather. Two sails sighted at a distance.) Mr. Jackson, the wounded mate, is dangerously ill. Lat. Obs. None.

140th Day Saturday 6th March

(More squally weather with dangerous seas.) Thermometer 45°. Lat. 37°28'.

141st Day Sunday 7th March

(The gale gradually dies away). Dark cloudy weather and excessively cold. Mr. Jackson is dangerously sick—having symptoms of the lock-jaw. The Armourer recovered. Lat. Obs. $37^{\circ}5'$ N.

142d Day Monday 8th March

(Again heavy weather and high seas.) Mr. Jackson is (we fear) past recovery, having frequent spasms and confirmed lockjaw. James Thomas no better, the Armourer better. No Obs. Lat. D. R. $39^{\circ}37'$ N. Long. D. R. $69^{\circ}55'$.

143d Day Tuesday 9th March

. 8 a. m. discovered a sail on the weather bow, $\frac{1}{2}$ past 8 made out the sail to be a pilot-boat-built schooner under reefs standing towards us. 9 a. m. the sail showed a red and white signal and bore away S. E. Believed her to be an American Privateer. $\frac{1}{2}$ past 9 more ships heading W. N. W. Tis exactly five months today since we left Bristol. Mr. Jackson no better. Lat. Polar Star at 4 a. m. $39^{\circ}30'$ No Obs.

144th Day Wednesday 10th March

(Preparations for port). This morning the sun was fair and serene, the air was clear and bracing, the sea smooth, and a fair wind from the S. W. Sent up topmasts and yards and set all sail below and aloft. Cou. N. N. E. 8 knots. Got up all the wet sails, colours and clothes and aired them. Bent the cables. Lat. Polar star at 7 p. m. $39^{\circ}20'$ N. Lat. Obs. $40^{\circ}14'$. Long. Lunar at 4 p. m. $72^{\circ}54'$ W. Soundings at meridian 55 fathoms. Block Island bears N. N. E. distant about 65 miles. Jackson is better.

145th Day Thursday 11th March

. At $\frac{1}{2}$ past 4 p. m. the man at mast head called out LAND HO! Joyful sound to persons five months at sea on a long and dangerous cruise. Suppose the land to be Long Island. At sundown running down the land on the larboard hand 7 p. m. cloudy with rain. Shortened sail. 8 p. m. being very dark and hazy and not being able to see the light hove to under reefed topsail and stood off and on 3. a m. died away a calm and we suddenly lessened our soundings to 6 fathoms. Immediately took in sail and let go our small anchor. Found she rode with her head to the S. W. current setting to the N. E. At daylight being dark and foggy with rain, and no land in sight, fired several guns for a pilot. 8 a. m. it became more clear and we discovered the land and breakers close aboard bearing E. b N. We instantly knew this land

to be Nantucket and that we were mistaken in supposing it to be Long Island. This mistake might have proved fatal and had it commenced blowing heavy from the S. W. we must inevitably have been shipwrecked on these dangerous shoals. Weighed anchor and made all sail to the S. Soon deepened our soundings to 17 fathoms. . . . No Obs.

146th Day Friday 12th March

At $\frac{1}{2}$ past 1 p. m. the fog cleared away and we plainly discovered No Man's Land, Gay Head and Block Island all in view. . . . Observe the land to be covered with snow and a brig and schooner in shore. Cloudy and very cold with a smooth sea, a fair wind and all sail set. At 3-13 p. m. saw Rhode Island Light right ahead.—6 p. m. came on a very thick fog with a heavy swell. Spoke a schooner from New York bound in to Newport who informed us he left Rhode Island Light about 30 minutes ago and that it bore N. N. W. distant about 3 miles. He further mentioned that there were no British cruisers in the Bay, but had heard of several off Sandy Hook. Made sail for the Light. $\frac{1}{2}$ past 6 p. m. it being very dark and foggy, not being able to see the Light, came to anchor in 17 fathoms, soft bottom. During the night foggy with heavy rain and extremely cold. 12 midnight discovered the Light bearing N. N. W. $\frac{1}{4}$ N. distant about $1\frac{1}{2}$ miles. At daylight made sail and weighed anchor, standing in for Newport harbour. *It is with deep regret* we mention the death of Mr. Jackson, late first Mate of the English Brig *Shannon*, who died at $\frac{1}{2}$ past 12 midnight in great agony. Mr. Jackson, as before stated, was severely wounded by a cannon ball in the foot during the skirmish between the *Yankee* and the *Shannon* on the 24th ult. Notwithstanding every medical assistance, and all possible attention his wound terminated in the lockjaw, spasms and death. Mr. Jackson belonged to Workington, was 23 years old, very much beloved by his captain and crew, and appeared to be a most excellent young man.

At $\frac{1}{2}$ past 7 a. m. passed Rhode Island Light; $\frac{1}{2}$ past 8 a. m. fired a salute of three guns as we passed Fort Wolcott. 9 a. m. came to anchor in Newport harbour. Thus after an absence of 146 days the *Yankee* has arrived safe, having captured during the cruise 8 valuable prizes, 52 cannons, 196 prisoners, 401 stand of small arms, and property to the amount of 296,000 dollars. She is ballasted with gold-dust, ivory and fine goods. She has not lost a man during the cruise either by sickness or the enemy, and has returned with 52 persons on board including boys. It is worthy of remark that the *Yankee* neither saw nor was chased by any of his Majesty's

war dogs during the cruise except the little schooner *St. Jago*. She has encountered as before mentioned a great deal of tempestuous weather on the coast but has received no material injury, except the loss of 4 cannon thrown overboard on the 2d of March.

THUS ENDS OUR CRUISE.

“Honor and shame from no condition rise,
Act well your part, there all the Honor lies.”

District and Port of Newport, March 12th, 1813.

I, Oliver Wilson, Commander of the private armed brig called the *Yankee*, do swear that what is contained in the foregoing Journal, consisting of one hundred and fifty pages, is just and true in all its parts. So help me God.

OLIVER WILSON.

Collector's Office, Port of Newport

Sworn to the day and year above mentioned,

WILLIAM ELLERY, *Collector*.

FINIS

LIST OF PRIZES CAPTURED BY THE PRIVATEER “YANKEE” DURING HER SECOND CRUISE.

No. 1. Sloop *Mary Ann* of London, Captain Stewart Sutherland, copper-bottomed, mounting 4 carriage guns and navigated by 11 men, with a cargo of gold-dust, ivory, drygoods, and camwood. Took out the cargo, stripped the vessel and set her on fire. 27th Nov. 1812—Lat. Obs. 7°29' N.—off Sierra Leone.

Vessel and cargo valued at \$16,000

No. 2 Letter of Marque Schooner *Alder*, of Liverpool, late Captain Edward Crowley, mounting 6 carriage guns (9 pounders), coppered, formerly a French Privateer, with 21 men and a cargo of gun powder (400 casks) muskets, iron, lead, flints, drygoods, etc. Ordered home. The *Alder* was captured on the 3d of Dec. 1812 in Lat. 6°53' N, off Cape Saint Anna, after a skirmish of 20 minutes. The *Alder* blew up.

Vessel and cargo valued at \$10,000

No. 3 Letter of Marque Brig *Andalusia*, Anthony Yates Kendall, Master of and from Gibraltar, bound to the coast on a trading voyage, 210 tons burthen, mounting 10 carriage guns (4 long French nines and 6 twelve pound cannonades) with small arms, ammunition etc. and a crew of 100 men including 81 Free Africans who served as marines. The *Andalusia* was captured on the 10th of Dec. 1812, in Lat. 5°35' N, after a running fight of three hours and a close engagement of 45 minutes.

Vessel and cargo valued at \$17,000

No. 4 Pilot boat Schooner *George*. Cut out by the *Yankee's* boat. Deserted by the captain and crew. Cargo Rice. Given to prisoners.

Vessel and cargo valued at \$1,000

No. 5 Brig *Thames* of Liverpool, Francis Toole, Master; 8 carriage guns (nines and twelves), 14 men, cargo ivory, drygoods and camwood (240 tons)—captured 10th Jan. 1813 off Annabonia.

Vessel and cargo valued at \$25,000

No. 6 Brig *Fly* of London, Captain Tydeman, 6 carriage guns (nines) 14 men, formerly a French privateer, a new and handsome vessel and sails well, cargo gold-dust, ivory, gun powder, drygoods and sundries. The *Fly* was cut out from under the guns of Fort Apollonia, mounting 50 pieces of artillery, at 1 p. m. on the 20th Dec. 1812.

Vessel and cargo valued at (Besides the gold) \$26,000

No. 7 Armed Brig *Harriott and Matilda*, of Maryport, Captain John Inman, from Cork bound to Pernambuco, mounting 8 carriage guns, eighteens and twelves, 14 men, coppered, 262 tons, sails well, with a valuable cargo of drygoods, iron, porter, salt etc.

Vessel and cargo valued at \$27,000

No. 8 Brig *Shannon*, Captain Robert Kendall, of Workington, from Maranham, bound to Liverpool, mounting 10 carriage guns (nines and sixes), 15 men, 210 tons burthen, with a full cargo of cotton (100 tons). The *Shannon* was captured on the 24th Feb. in Lat. 27°3' N. and Long. Lunar 56°42' °W, Bermudas bearing N. W., after an action of 10 minutes in which the Mate of the *Shannon* was severely wounded.

Vessel and cargo valued at \$45,000

Property on board the *Yankee* in gold, ivory, fine goods etc. \$45,000

\$212,000

GENERAL ESTIMATE.

NAMES	GUNS	MEN	SMALL ARMS	VALUE
<i>Mary Ann</i>	4	11	186	\$16,000
<i>Alder</i>	6	21	90	10,000
<i>Andalusia</i>	10	100	90	17,000
<i>George</i>		7		1,000
<i>Fly</i>	6	14	20	26,000
<i>Thames</i>	8	14	30	25,000

NAMES	GUNS	MEN	SMALL ARMS	VALUE
<i>Harriott & Matilda</i>	8	14	20	\$ 27,000
<i>Shannon</i>	10	15	25	45,000
	—	—	—	—
	52	196	461	\$167,000
Value on board the <i>Yankee</i>				45,000
				—
				\$212,000

OFFICERS OF THE YANKEE

Oliver Wilson, Commander
 Seth Barton, First Lieutenant
 John H. Vinson, Second Lieutennant
 Thomas Jones, Third Lieutenant
 Elisha Snow, Master

Caleb Miller, Surgeon
 Noah Jones, Capt. of Marines & Captain's Clerk
 Andrew Holden, First Mate
 Joseph Meades, Second Mate
 Thomas Pitts, Third Mate
 Seven Prize-Masters
 Six Quarter-Masters

One hundred men

ROUTE OF THE YANKEE.

Touched at St. Jago, Cape de Verds, on the 27th day of her cruise for wood and water. Engaged one of his Britannic Majesty's Schooners on the night of the 23d of November. Cruised between Cape Verde and Cape Lopez from the 22d of November 1812 to the 6th of January 1813, looking in at every port, harbour, river, factory, town etc on that coast, and capturing five valuable prizes, loaded with gold dust, ivory, dyewoods etc. Touched at the islands of St. Thomas, Annabona, Ascension, and Fernando Noronha, at various times during her cruise, for wood, water and fresh stock. Then cruised off the coast of Brazil, and captured two large brigs with cargoes of fine goods and sundries. Fought four battles, crossed the Equinoctial Line six times, and returned safe into port, having been frequently chased by the enemy, after an absence of 146 days without the loss of a man.¹⁴

(Noah Jones, Captain's Clerk)

¹⁴ The *Shannon* had not been taken when this "Route" was written.

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